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|--|--|--------------------------|-------------------------------|
|  FEE TRANSMITTAL For FY 2006 | | Complete if Known | |
| <input type="checkbox"/> Applicant Claims small entity status. See 37 CFR 1.27 | | Application Number | 09/680,654 |
| | | Filing Date | October 6, 2000 |
| | | First Named Inventor | David Allison Bennett, et al. |
| | | Examiner Name | Jamisue A. Webb |
| | | Art Unit | 3629 |
| TOTAL AMOUNT OF PAYMENT (\$1) 500.00 | | Attorney Docket No. | PSTM0015/MRK |

METHOD OF PAYMENT (check all that apply)

- Check Credit Card Money Order None Other (please identify): _____
 Deposit Account Deposit Account Number: 501574 Deposit Account Name: Khorsandi Patent Law Group, ALC
 For the above-identified deposit account, the Director is hereby authorized to: (check all that apply)
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 Charge any additional fee(s) or underpayments of fee(s) Credit any overpayments

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FEE CALCULATION

1. BASIC FILING, SEARCH, AND EXAMINATION FEES

| Application Type | FILING FEES | | SEARCH FEES | | EXAMINATION FEES | | | Fees Paid (\$) |
|------------------|-----------------------|----------|-----------------------|----------|-----------------------|----------|----------|----------------|
| | Small or Large Entity | Fee (\$) | Small or Large Entity | Fee (\$) | Small or Large Entity | Fee (\$) | Fee (\$) | |
| Utility | 300 | 150 | 500 | 250 | 200 | 100 | | \$.00 |
| Design | 200 | 100 | 100 | 50 | 130 | 65 | | |
| Plant | 200 | 100 | 300 | 150 | 160 | 80 | | |
| Reissue | 300 | 150 | 500 | 250 | 600 | 300 | | |
| Provisional | 200 | 100 | 0 | 0 | 0 | 0 | | |

2. EXCESS CLAIM FEES

Fee Description

Each claim over 20 or, for Reissues, each claim over 20 and more than in the original patent

Each independent claim over 3 or, for Reissues, each independent claim more than in the original patent

Multiple dependent claims

| Total Claims | Extra Claims | Fee (\$) | Fee Paid (\$) | Multiple Dependent Claims | |
|--|--------------|----------|---------------|---------------------------|---------------|
| | | | | Fee (\$) | Fee Paid (\$) |
| - or HP = | x | \$.00 | = \$ 0.00 | | \$ 0.00 |
| HP = highest number of total claims paid for, if greater than 20 | | | | | |

Indep. Claims Extra Claims Fee (\$) Fee Paid (\$)

| | | | |
|-----------|---|--------|-----------|
| - or HP = | x | \$.00 | = \$ 0.00 |
|-----------|---|--------|-----------|

HP = highest number of independent claims paid for, if greater than 3

3. APPLICATION SIZE FEE

If the specification and drawings exceed 100 sheets of paper, the application size fee due is \$250 (\$125 for small entity)

for each additional 50 sheets or fraction thereof. See 35 U.S.C. 41 (a)(1)(G) and 37 CFR 1.16(s).

| Total Sheets | Extra Sheets | Number of each additional 50 or fraction thereof | Fee (\$) | Fee Paid (\$) |
|---|--------------|--|----------|---------------|
| - 100 = 0 / 50 = 0 (round up to a whole number) | x \$250.00 | = \$ 0.00 | | \$ 0.00 |

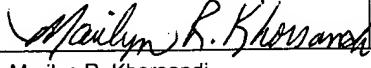
4. OTHER FEE(S)

Non-English Specification, \$130 fee (no small entity discount)

Other: Appeal Brief

500.00

SUBMITTED BY

| | | | |
|-------------------|---|--|--------------------------|
| Signature |  | Registration No. (Attorney/Agent) 45744 | Telephone (626) 796-2856 |
| Name (Print/Type) | Marilyn R. Khorsandi | | Date July 3, 2006 |

This collection of information is required by 37 CFR 1.136. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.14. This collection is estimated to take 30 minutes to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. SEND TO: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.

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BEFORE THE BOARD OF PATENT APPEALS AND INTERFERENCES

Applicant : David Allison Bennett, et al.
Application No. : 09/680,654
Filed : October 6, 2000
Title : Apparatus, Systems and Methods for Online, Multi-Carrier
Multi-Service Parcel Shipping Management Featuring
Shipping Rate and Delivery Schedule Comparison for
Multiple Carriers
Technology Center : 3600
Grp./Div. : 3629
Examiner : Jamisue A. Webb
Docket No. : PSTM0015/MRK

APPEAL BRIEF TRANSMITTAL LETTER

Mail Stop Appeal Brief - Patents
Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

140 S. Lake Ave., Suite 312
Pasadena, CA 91101-4710
July 3, 2006

Commissioner:

Enclosed are the following:

1. Check Number 2139 for the amount of \$500 to cover the Appeal Brief filing fee;
2. FY 2006 Fee Transmittal (in duplicate);
3. Statement Under 37 C.F.R. §3.73(b) by Real Party in Interest STAMPS.COM INC.;
4. Statement Under 37 C.F.R. §3.73(b) by Real Party in Interest ISHIP INC.;
5. Appeal Brief, including Claims Appendix, Evidence Appendix and Related Proceedings Appendix, (Total 196 pages); and
6. Return post card.

The requisite fee set forth in 37 C.F.R. §41.20(b)(1) for filing a Notice of Appeal was presented with the filing of the Notice of Appeal and a Pre-Appeal Brief Request for Review, both of which are recorded on the U.S. Patent and Trademark Office PAIR System as having been received on May 2, 2006.

Appeal Brief Transmittal
Application Serial No. 09/680,654

The requisite fee set forth in 37 C.F.R. §41.20(b)(2) for filing this Appeal Brief is presented herewith.

It is respectfully submitted that the Enclosed Appeal Brief is timely filed because it is filed prior to the expiration of July 3, 2006, which is the first business day following July 2, 2006 (a Sunday), which is the date on which the two month period following the May 2, 2006 date of receipt by the Patent Office of the Notice of Appeal ends.

Even so, the Commissioner is hereby authorized, pursuant to 37 CFR 1.136(a)(3), to treat any concurrent or future reply or correspondence for the above-identified application, requiring a petition for an extension of time for its timely submission, as incorporating a constructive petition for extension of time for the appropriate length of time. The Commissioner is hereby authorized to charge any fees under 37 CFR 1.16 and 1.17, including any required extension fees, which may be required during the **pendency** of this application, to Deposit Account No. 501574. Please show our docket number with any charge or credit to our Deposit Account. **A copy of this letter is enclosed.**

Respectfully submitted,
KHORSANDI PATENT LAW GROUP, ALC

By Marilyn R. Khorsandi
Marilyn R. Khorsandi
Reg. No. 45,744
Customer No. 29524
626/796-2856

MRK/aa
Enclosures



US Express Mail No. ED 328351813 US

**IN THE UNITED STATES PATENT AND TRADEMARK OFFICE
AND
BEFORE THE BOARD OF PATENT APPEALS AND INTERFERENCES**

| | |
|--|----------------------------|
| Applicant(s): David Allison Bennett, et al. | Technology Center: 3600 |
| Serial No.: 09/680,654 | Group Art Unit: 3629 |
| Filed: October 6, 2000 | Examiner: Webb, Jamisue A. |
| Title: Apparatus, Systems and Methods For Online, Multi-Carrier, Multi- Service Parcel Shipping Management Featuring Shipping Rate And Delivery Schedule Comparison For Multiple Carriers | |
| Attorney Docket No.: PSTM0015/MRK | |

STATEMENT UNDER 37 C.F.R. §3.73(b)

STAMPS.COM INC. is the owner of an undivided whole interest in common with ISHIP INC. in the instant application. Documentary evidence of the chain of title in accordance with 37 C.F.R. 3.73 (b)(1)(ii) is recorded: 1.) in an Assignment of the entire right, title and interest from the Inventors named in the instant application to STAMPS.COM INC. as recorded by the Assignment Division of the United States Patent and Trademark Office on March 13, 2001 on Reel No. 011830 and Frame No. 0313; and 2.) in a subsequent Intellectual Property Joint Ownership Agreement Notice of Assignment identifying, both STAMPS.COM INC. and ISHIP INC. as Assignees of an undivided whole interest in common in all rights title and interest in and to the instant application as recorded by the Assignment Division of the United States Patent and Trademark Office on March 26, 2004 on Reel No. 014466 and Frame No. 0275.

The undersigned is empowered to act on behalf of STAMPS.COM INC.

I hereby declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true, and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under Section 1001 of Title 18 of the United States Code and that such willful false statements may jeopardize the validity of the application or any patent issued thereon.

Seth Weisberg
Signature

SETH WEISBERG

Typed or printed name

310 888 8002 482 5808

Telephone Number

JUL 26, 2006

Date

VP+GENERAL COUNSEL

Title

US Express Mail No. ED 328351813 US



**IN THE UNITED STATES PATENT AND TRADEMARK OFFICE
AND
BEFORE THE BOARD OF PATENT APPEALS AND INTERFERENCES**

Applicant(s): David Allison Bennett, et al.
 Serial No.: 09/680,654
 Filed: October 6, 2000
 Title: Apparatus, Systems and Methods
 For Online, Multi-Carrier, Multi-
 Service Parcel Shipping
 Management Featuring Shipping
 Rate And Delivery Schedule
 Comparison For Multiple Carriers

Technology Center: 3600
 Group Art Unit: 3629
 Examiner: Webb, Jamisue A.

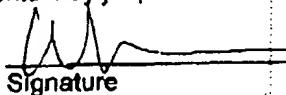
Attorney Docket No.: PSTM0015/MRK

STATEMENT UNDER 37 C.F.R. §3.73(b)

ISHIP INC. is the owner of an undivided whole interest in common with STAMPS.COM INC. in the instant application. Documentary evidence of the chain of title in accordance with 37 C.F.R. 3.73 (b)(1)(ii) is recorded: 1.) in an Assignment of the entire right, title and interest from the Inventors named in the instant application to STAMPS.COM INC. as recorded by the Assignment Division of the United States Patent and Trademark Office on March 13, 2001 on Reel No. 011630 and Frame No. 0313; and 2.) in a subsequent Intellectual Property Joint Ownership Agreement Notice of Assignment identifying both STAMPS.COM INC. and ISHIP INC. as Assignees of an undivided whole interest in common in all rights title and interest in and to the instant application as recorded by the Assignment Division of the United States Patent and Trademark Office on March 28, 2004 on Reel No. 014468 and Frame No. 0275.

The undersigned is empowered to act on behalf of ISHIP INC.

I hereby declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true; and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under Section 1001 of Title 18 of the United States Code and that such willful false statements may jeopardize the validity of the application or any patent issued thereon.



Typed or printed name

(425) 602-4848

Telephone Number

6/27/06
Date

Vice President
Title



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PATENT

BEFORE THE BOARD OF PATENT APPEALS AND INTERFERENCES

Applicant : David Allison Bennett, et al.
Application No. : 09/680,654
Filed : October 6, 2000
Title : APPARATUS, SYSTEMS AND METHODS FOR ONLINE,
MULTI-CARRIER, MULTI-SERVICE PARCEL SHIPPING
MANAGEMENT FEATURING SHIPPING RATE AND
DELIVERY SCHEDULE COMPARISON FOR MULTIPLE
CARRIERS
Technology Center : 3600
Grp./Div. : 3629
Examiner : Webb, Jamisue A.
Docket No. : PSTM0015/MRK

Mail Stop Appeal Brief - Patents
Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

140 S. Lake Ave., Suite 312
Pasadena, CA 91101-4710
July 3, 2006

APPEAL BRIEF

This is an appeal from a final rejection of the Examiner, dated January 27, 2006, rejecting all claims currently under examination in the case, namely Claims 1-21, 26-52 and 57-70; Claims 22-25, 53-56 and 71-90 have been withdrawn from consideration.

Applicants file this Appeal under 37 C.F.R. §41.31(a), all claims having been twice rejected.

The requisite fee set forth in 37 C.F.R. §41.20(b)(1) for filing a Notice of Appeal was presented with the filing of the Notice of Appeal and a Pre-Appeal Brief Request for Review; both of which were filed via First Class U.S. Mail on April 26, 2006 with Certificates of Mailing; both of which are acknowledged on the U.S. Patent and Trademark Office PAIR System as having been received on May 2, 2006.

The requisite fee set forth in 37 C.F.R. §41.20(b)(2) for filing this Appeal Brief is presented herewith.

In reply to the Pre-Appeal Brief Request for Review, a Notice of Panel Decision from Pre-Appeal Brief Review issued, dated May 19, 2006, indicating the application remained on appeal. The Notice of Panel Decision set a period of one month from the date of the Notice of Panel Decision, or two months from the date of receipt of the Notice of Appeal, whichever is greater, in which to file an Appeal Brief.

Accordingly, it is respectfully submitted that this Appeal Brief is timely filed because it is filed prior to the expiration of July 3, 2006, which is the first business day following July 2, 2006 (a Sunday), which is the date on which the two month period following the May 2, 2006 date of receipt by the Patent Office of the Notice of Appeal ends.

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Each Respective Service-Specific, Carrier-Specific

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REAL PARTIES IN INTEREST (37 C.F.R. §41.37(c)(1)(i) heading)

In an Assignment, Inventors David Allison Bennett, Lynn Shaindell Goldhaber, Lory Elizabeth Krett, William W. Smith, III, Paul Bilibin, and Charles D. Mentzer assigned the entire right, title and interest in and to the instant application to STAMPS.COM INC. as recorded by the Assignment Division of the United States Patent and Trademark Office on March 13, 2001 on Reel No. 011630 and Frame No. 0313. In a subsequent Intellectual Property Joint Ownership Agreement Notice of Assignment, STAMPS.COM INC. noticed the assignment of an undivided whole interest in common in all rights, title, and interest in and to the present application to both STAMPS.COM INC. and ISHIP INC., as recorded by the Assignment Division of the United States Patent and Trademark Office on March 26, 2004 on Reel No. 014466 and Frame No. 0275. Statements by both STAMPS.COM INC. and ISHIP INC. under 37 C.F.R. §3.73(b) are filed concurrently herewith.

ISHIP INC. is a fully owned subsidiary of UNITED PARCEL SERVICE OF AMERICA, INC., which is a fully owned subsidiary of UNITED PARCEL SERVICE, INC.

Accordingly, STAMPS.COM INC., ISHIP INC., UNITED PARCEL SERVICE OF AMERICA, INC., and UNITED PARCEL SERVICE, INC. are the real parties in interest in this case.

RELATED APPEALS AND INTERFERENCES (37 C.F.R. §41.37(c)(1)(ii) heading)

Applicants have not previously presented the current claim set to the Board in an Appeal Brief and there are no related appeals or interferences known to Appellants, or known to Appellants' legal representative, regarding the current claim set. However, there is an Appeal pending in the case of related U.S. Patent Application No. 09/684,861 (Applicants Bilibin, Paul et al.; Filed October 6, 2000; Entitled "Apparatus, Systems and Methods for Determining Delivery Time Schedules for Each of Multiple Carriers"; Attorney Docket No. PSTM0024/MRK; Technology Center 3600; Group/Div. 3623; Examiner Beth Van Doren). No opinion has yet been rendered in that case.

Prior to filing an Appeal Brief in the case of the above-mentioned pending Appeal (for Application No. 09/684,861), a Pre-Appeal Brief Request for Review was filed for

that application. A copy of the Notice of Panel Decision from Pre-Appeal Brief Request for Review for Application No. 09/684,861 is included in the Related Proceedings Appendix hereto.

Further, a Pre-Appeal Brief Request for Review was filed on April 26, 2006 for the present application with a Notice of Appeal from the January 27, 2006 Office Action; the Pre-Appeal Brief Request for Review and the Notice of Appeal are acknowledged on the U.S. Patent and Trademark Office PAIR System as having been received on May 2, 2006. In reply to the Pre-Appeal Brief Request for Review, a Notice of Panel Decision from Pre-Appeal Brief Review issued, dated May 19, 2006, indicating the application remained on appeal; a copy of the Notice of Panel Decision from Pre-Appeal Brief Review is included in the Related Proceedings Appendix hereto.

STATUS OF CLAIMS (37 C.F.R. §41.37(c)(1)(iii) heading)

The present application was filed on October 6, 2000, claiming priority under 37 C.F.R. §1.78(a)(4) to: U.S. Provisional Patent Application Serial No. 60/158,179, filed on October 6, 1999; U.S. Provisional Patent Application Serial No. 60/170,186, filed on December 10, 1999; U.S. Provisional Patent Application Serial No. 60/170,504, filed on December 13, 1999; U.S. Provisional Patent Application Serial No. 60/192,692, filed on March 28, 2000; U.S. Provisional Patent Application Serial No. 60/192,723, filed on March 27, 2000; U.S. Provisional Patent Application Serial No. 60/193,899, filed on March 31, 2000; and U.S. Provisional Patent Application Serial No. 60/195,748, filed on April 6, 2000.

The application was originally filed with ninety (90) claims; the original Claims were mistakenly numbered 1-42 and 42-89.

All of the original claims were rejected in a first Office Action, dated March 31, 2004.

In an Amendment and Response to the first Office Action, filed August 31, 2004, Claims 1 through 21, 26 through 51 (renumbered as Claims 26 through 52), and 56 through 69 (renumbered as Claims 57 through 70), were elected for further examination in reply to an election requirement and were amended; Original Claims 22 through 25,

52 through 55 (renumbered as Claims 53 through 56), and 70 through 89 (renumbered as Claims 71 through 90) were withdrawn without prejudice.

Subsequently, an Office Action issued, designated a Final Rejection, dated February 4, 2005, rejecting all of Claims 1-21, 26-52, and 57-70. In reply to the Final Office Action dated February 4, 2005, a Request for Continued Examination and an Amendment and Response were filed on May 4, 2005, further amending Claims 1, 4, 13, 21, 26-28, 32, 35, 44, 52, 57-59, and 63-67.

A first post-RCE Office Action issued, dated August 3, 2005, rejecting all of Claims 1-21, 26-52, and 57-70.

In response to the first post-RCE Office Action, an Amendment and Response was filed on November 3, 2005 in which Claims 1, 13, 21, 32, 35, 44, 63 and 64 were amended.

A second post-RCE Office Action issued, dated January 27, 2006 and designated a final rejection (sometimes referred to herein as the "final, post-RCE Office Action", or the "Office Action"), rejecting all of Claims 1-21, 26-52, and 57-70.

A Pre-Appeal Brief Request for Review was filed with a Notice of Appeal from the January 27, 2006 Office Action on April 26, 2006.

A Notice of Panel Decision, dated May 19, 2006, issued, indicating the application remained on appeal.

The status of the Claims is as follows:

Allowed Claims: None

Cancelled Claims: None

Withdrawn Claims: 22-25, 53-56 and 71-90

Claims objected to: None

Rejected Claims: 1-21, 26-52, and 57-70

STATUS OF AMENDMENTS (37 C.F.R. §41.37(c)(1)(iv) heading)

No amendments subsequent to the second and final post-RCE Office Action, dated January 27, 2006, have been filed.

SUMMARY OF CLAIMED SUBJECT MATTER (37 C.F.R. §41.37(c)(1)(v) heading)

Various Claims of the present application explicitly recite a limitation of a "cross-comparison of a plurality of ... service-specific, carrier-specific shipping rates." See, e.g., Claim 1. Various Claims of the present application further recite that "...each respective service-specific, carrier-specific shipping rate is displayed adjacent a display indicating a respective time and date before which a particular respective carrier would deliver the respective particular parcel to a respective particular delivery destination via a particular respective delivery service" For reasons explained in more detail below, a cross-comparison of a plurality of service-specific, carrier-specific shipping rates displayed with an indication of a time and date for delivery may be useful for allowing a user to compare delivery costs and associated delivery scheduling of a plurality of delivery services offered by a plurality of carriers that would deliver a particular respective parcel.

In addition, various Claims of the present application recite various structural limitations for various alternative embodiments of a cross-comparison display of shipping rates. For example, various Claims recite that the claimed cross-comparison is displayed as an array comprising a plurality of cells. See, e.g., Claim 2.

Reasons for providing various embodiments of such a cross-comparison of shipping rates and details about various embodiments of the claimed cross-comparison of shipping rates are described in the specification of the present application as outlined below. Citations below to the specification of the present application ("Specification") are to page and line numbers of the application as originally filed.

Individuals, small businesses and major corporations ("Shipper(s)") ship billions of parcels every year. Each parcel, also sometimes referred to herein as a package, is shipped by a Shipper using at least one parcel carrier ("carrier(s)", or "Carrier(s)"). Specification, p. 1, lines 24-27.

Each parcel can be characterized by a set of "Parcel Specifications." Parcel specifications may include but are not limited to such factors as: parcel dimensions, parcel weight, parcel value, and the like. See Specification, p. 1, lines 28-30.

Each Shipper may be faced with certain shipping requirements and limitations ("Shipping Requirements"), such as the location from which the parcel is to be shipped, a time frame within which the particular parcel must arrive at its destination, the ability of the shipper to drop off the parcel, budgetary constraints with regard to the cost of shipping, insurance against loss, delivery notification, loss protection, and the like. See Specification, p. 2, lines 1-5.

Each Carrier has its own unique rating schedule, and delivery and pickup rules and schedules for each of a multitude of different services. In some cases, a particular Carrier's rules may be available in a standalone Carrier-provided paper-based or computer system. Many Shippers attempt to work with each of the standalone, individual paper-based and computer Carrier-provided systems ("standalone Carrier system environment") in order to ship a parcel. See Specification, p. 2, lines 6-11.

A Shipper that uses standalone Carrier systems must sort through the various services offered by each carrier and apply each Carrier's rules to determine whether one or more carriers offer a service with which to deliver a particular parcel according to the Shipper's requirements. If the Shipper determines that more than one carrier offers a service with which to deliver a particular parcel according to the Shipper's requirements, then the particular Shipper might additionally be concerned with selecting a carrier and service that provide shipping services at the optimal price. See Specification, p. 2, lines 12-18.

One of the problems in dealing with standalone Carrier systems is that, if the Shipper wants a particular parcel to be delivered to a particular destination under certain budgetary preferences and according to certain delivery schedule preferences, the Shipper must attempt to apply each Carrier's pricing and delivery schedule rules for each service offered by the Carrier to the particular parcel to be shipped. Each Carrier's pricing and delivery schedule rules for delivering parcels must be separately applied by the Shipper to shipment of a particular parcel to determine shipping rates and delivery schedules for each service offered by each Carrier. Accordingly, some way was needed so that a Shipper could accurately and easily identify the rates and delivery schedules for each service offered by each Carrier for shipping a particular

parcel. See Specification, p. 2, lines 19-28.

Various embodiments of the present invention provide apparatus, systems and methods for displaying to each of a plurality of users, upon each user's request, as to each particular parcel to be shipped by each user, an online interactive graphic comparison of a plurality of shipping rates calculated for each of a plurality of services offered by each of a plurality of carriers to ship a particular parcel, each shipping rate corresponding to a particular service offered by a particular carrier for delivering the particular parcel to a particular delivery destination at a particular parcel delivery time on a particular parcel delivery date. See Specification, p. 3, line 10 - 16; Specification, p. 45, line 29 - p. 51, line 21.

In various embodiments of the present invention, each user accesses the various embodiments of the present invention over a global communications network using a client computer device, and each user client computer device has an individual electronic connection to the global communications network. See Specification, p. 3, lines 16 - 18.

FIG. 36a is a graphic representation depicting an exemplary embodiment of a dynamically dimensioned, multi-carrier, multi-service shipping rates comparison Graphic Array in an exemplary embodiment of the present invention. See Specification, p. 8, lines 1-4. The exemplary embodiment of an exemplary multi-carrier, multi-service cross-comparison delivery schedule depicted in FIG. 36a is described in more detail below.

As depicted in FIG. 36a, the exemplary Graphic Array contains the following information and display elements: 1) valid delivery dates 1063 (1063-1 through 1063-3) across the top of the graphic display for the selected Ship Date; 2) sorted, valid delivery times 1064 (1064-1 through 1064-6) for all valid dates down the left side of the graphic display; and 3) color-coded by Carrier, Carrier cell entries, e.g., 1065, for each available rate, by date and time. See Specification, p. 46, lines 10-14.

In the exemplary embodiment depicted in FIG. 36a the Graphic Array comprises an array of intersecting rows and columns. Each column corresponds to a day and date

of parcel delivery. See Specification, p. 46, lines 16-21. Each row of the Graphic Array corresponds to a time of delivery. See Specification, p. 46, lines 22-24.

At the intersection of each row (1064-1 through 1064-6) and column (1063-1 through 1063-7) of the Graphic Array is a "cell." Empty cells represent the circumstances that none of the Carriers supported by the System (the "supported Carriers") support delivery of the Subject Parcel for the time and date for which that cell represents the intersection. See Specification, p. 46, line 25 - p. 47, line 3.

Some cells depicted in FIG. 36a have one or more cell entries. In FIG. 36a, each cell entry represents a particular Carrier. Each Carrier cell entry is color-coded with a unique color, the unique color corresponding to a particular Carrier; each Carrier cell entry contains a graphic element, e.g., 1147a, and a monetary amount, e.g., 1147b, which represents the price for which the corresponding Carrier would deliver the subject parcel. See Specification, p. 47, lines 4-10.

In the embodiment of the Graphic Array depicted in FIG. 36a, the Graphic Array is dynamically dimensioned. For instance, only the dates and days (1063-1 through 1063-3) for which delivery that conforms to the particular Shipper's Parcel Specifications for the particular Subject Parcel are displayed across the top of the graphic. For example, for the date Tuesday, September 28, 1999 (1063-1), at the time 5:00 p.m. (1064-6), no Carrier supports delivery of the Subject Parcel. See Specification, p. 49, lines 14-19.

Further, as depicted in FIG. 36a, only the times (1064-1 through 1064-6) during which at least one of the Carrier/Services identified as supporting the delivery are displayed along the viewer's left side of the Dynamically Dimensioned Multi-Carrier Graphic Array online display. See Specification, p. 49, lines 20-23.

Still further, as depicted in FIG. 36a, a Carrier cell entry, e.g., 1065, is displayed for each of, and only for each of, the Carriers/Services that support delivery for a particular day and time in the cell of the Graphic Array that represents delivery on a particular day and at a particular time. See Specification, p. 49, line 24 - p. 50, line 1.

GROUNDS OF REJECTION TO BE REVIEWED ON APPEAL (37 C.F.R.)

§41.37(c)(1)(vi) heading)

Claims 1-21, 26-52, and 57-70 were rejected in Topic 3 of the final post-RCE Office Action under 35 U.S.C. §103(a) as being unpatentable over Kara (U.S. Patent No. 6,233,568; "Kara") in view UPS® Service Guide (www.ups.com) and FedEx® Services (www.fedex.com; "FedEx") and Barnett et al. (U.S. Patent No. 6,369,840; "Barnett"). A copy of each of Kara, UPS, FedEx, and Barnett are included in the Evidence Appendix hereto. Kara was first relied on as a basis for rejection of claims of the present application in the Office Action, dated March 31, 2004. UPS was first relied on as a basis for rejection of claims of the present application in the Office Action, dated March 31, 2004. FedEx was first relied on as a basis for rejection of claims of the present application in the Office Action, dated March 31, 2004. Barnett was first relied on as a basis for rejection of claims of the present application in the Office Action, dated March 31, 2004.

Issue 1: Regarding the Rejection of Claims 1-21, 26-52, and 57-70, Was Barnett Properly Combined With the Other References Even Though Barnett Fails to Show Any Rates?

The Office Action states that "Kara is not relied on to teach the simultaneous display of shipping rates; the Barnett reference is used to teach that." Office Action, Topic 12, p. 6. The Office Action further emphasizes that "Barnett is used for a simultaneous disclose [sic]of rates of services" Office Action, Topic 15, p. 7.

Issue 1a: Was Barnett Properly Combined With the Other References Even Though, Even If Barnett Did Show Rates, the Rates Would be for the Different Calendared Events as Compared to a Cross-Comparison of Rates for the Single Event of Delivery of a Parcel?

Issue 2: Were Claims 1-21, 26-52, and 57-70 Properly Rejected Under Section 103(a), Even Though, Contrary to the Requirements of MPEP §2143, None of the

References, Even When Considered in Combination, Disclose, Anticipate, Teach or Suggest, Each Limitation of Each Claim, Such as, For Example, Displaying a Simultaneous Display of Rates In a Graphic Cross-Comparison that Provides an Indication of Date and Time?

Issue 2a –Were Independent Claims 1, 32, and 63, and the Claims That Are Dependent on Them, Namely, Dependent Claims 2-12 and 33-43, Properly Rejected Under Section 103(a), Even Though, Contrary to the Requirements of MPEP §2143, None of the References, Even When Considered in Combination, Disclose, Anticipate, Teach or Suggest, For Example, That “... Service-Specific, Carrier-Specific Shipping Rates are Calculated and Displayed for Each Respective Service of a Plurality of Services Offered by Each Respective Carrier of a Plurality of Carriers to Ship the Respective Particular Parcel ...” as Recited by Independent Claims 1, 32 and 63?

In rejecting independent Claims 1, 32, and 63, and the Claims that are dependent on them (as well as in rejecting the other Claims), the final, post-RCE Office Action (the "Office Action") states the finding that "...Kara discloses an onscreen interactive display with a selection and comparison section for a plurality of carriers with a plurality of services (See Figure 8). Kara discloses a display where the rates of each carrier are displayed adjacent to the selected services (See Figures 8A). However, Kara does not specifically disclose the rates being calculated with respect to time ...". Office Action, Topic No. 4, pages 2-3.

In an effort to compensate for the above-mentioned finding of a failure of Kara to disclose rates being calculated with respect to time, the Office Action then states that "[b]oth UPS® and FedEx® disclose specific services where they are guaranteed delivery by a certain time in the day. It would have been obvious ... to include the time sensitive "urgency" services, as disclosed by FedEx® and UPS®, in order to ship thing [sic] and compete with a time advantage using guaranteed delivery times and to reduce

costs, when delivery time is not of importance. (See Fed Ex Page 1)." Office Action, Topic 4, p. 3).

The Office Action then states the finding that "Kara, UPS® and FedEx® fail to disclose the use of a graph which simultaneously displays a graph of shipping fees and services, where one axis being date and one axis being time and where each cell is located at the intersection of the date and time." Office Action, Topic 4, p. 3.

In an effort to compensate for the above-mentioned finding of a missing graphic display of shipping fees and services, the Office Action then cites Barnett as "...disclos[ing] the use of a calendar which can be used for online purchasing of services (column 2, lines 63-67), where there is a graphical representation of date on one axis and time on another (See Figure 9). It would have been obvious ... to display the calculation of shipping rates, calculated by Kara, UPS® and FedEx®, in the format of a plurality of cells with date on one axis and time on another, as disclosed by Barnett, in order to provide a multi-layers system wherein different categories can be overlaid on one another providing a single integrated display that allows a user to order or purchase a system based on the calendar day and time (See Barnett, column 2)." Office Action, Topic 4, p. 3.

The Office Action further states that "[t]he UPS® and FedEx® references are to show the use of delivering packages by a specified time and date and that there are multiple services which guarantee delivery by a certain date and time. Therefore showing the ability to determine a time in which the package would arrive." Office Action, Topic 13, p. 6.

Issue 2b - Were Independent Claims 13, 44, and 64, and the Claims Dependent on Them, Namely, Dependent Claims 14-21, 45-52, Properly Rejected Under Section 103(a), Even Though, Contrary to the Requirements of MPEP §2143, None of the References, Even When Considered in Combination, Disclose, Anticipate, Teach or Suggest, For Example, a Simultaneous Display of Shipping Rates "... for Each Respective Service of a Plurality of Services Offered by

Each Respective Carrier of a Plurality of Carriers ... " as Recited by Independent Claims 13, 44 and 64?

Issue 2c – Were Independent Claims 26, 57, and 65 Properly Rejected Under Section 103(a), Even Though, Contrary to the Requirements of MPEP §2143, None of the References, Even When Considered in Combination, Disclose, Anticipate, Teach or Suggest, For Example, "...Wherein at Least One Cell of Said Plurality of Cells Displays for User Selection a Calculated Shipping Rate ... " as Recited by Independent Claims 26, 57, and 65?

Issue 2d: Were Independent Claims 27, 58, and 66 Properly Rejected Under Section 103(a), Even Though, Contrary to the Requirements of MPEP §2143, None of the References, Even When Considered in Combination, Disclose, Anticipate, Teach or Suggest, For Example, "...a Display of a Simultaneous Online Interactive Graphic Cross-Comparison of a Plurality of Respective Service-Specific, Carrier-Specific Shipping Rates ... Wherein Each Respective Service-Specific, Carrier-Specific Shipping Rate is Displayed in Association With a Display of a Corresponding Delivery Date and a Corresponding Delivery Time ... " as Recited by Independent Claims 27, 58, and 66?

Issue 2e: Were Independent Claims 28, 59, and 67 Properly Rejected Under Section 103(a), Even Though, Contrary to the Requirements of MPEP §2143, None of the References, Even When Considered in Combination, Disclose, Anticipate, Teach or Suggest, For Example, "...Wherein Each Respective Service-Specific, Carrier-Specific Shipping Rate is Displayed in Association With a Display of a

Corresponding Delivery Date and a Corresponding Delivery Time ..."
as Recited by Independent Claims 28, 59, and 67?

Issue 2f: Were Independent Claims 29, 60, and 68 Properly Rejected Under Section 103(a), Even Though, Contrary to the Requirements of MPEP §2143, None of the References, Even When Considered in Combination, Disclose, Anticipate, Teach or Suggest, For Example, "...Wherein Said Online Interactive Display Comprises a Plurality of Cells, and Wherein the Cell Selected Displays a Shipping Rate, Wherein Said Displayed Shipping Rate Corresponds to the Particular Service Offered by the Particular Carrier ...” as Recited by Independent Claims 29, 60, and 68?

Issue 2g: Were Independent Claims 30, 61, and 69 Properly Rejected Under Section 103(a), Even Though, Contrary to the Requirements of MPEP §2143, None of the References, Even When Considered in Combination, Disclose, Anticipate, Teach or Suggest, For Example, "...Wherein Said Online Interactive Display Comprises a Plurality of Cells, and Wherein the Cell Selected Displays a Shipping Rate, Wherein Said Displayed Shipping Rate Corresponds to the Particular Service Offered by the Particular Carrier ...” as Recited by Independent Claims 30, 61, and 69?

Issue 2h: Were Independent Claims 31, 62, and 70 Properly Rejected Under Section 103(a), Even Though, Contrary to the Requirements of MPEP §2143, None of the References, Even When Considered in Combination, Disclose, Anticipate, Teach or Suggest, For Example, "...Wherein Said Cell Contains a Shipping Rate ...” as Recited by Independent Claims 31, 62, and 70?

ARGUMENT (37 C.F.R. §41.37(c)(1)(vii) heading)

For the reasons described in more detail below, it is respectfully submitted that Claims 1-21, 26-52, and 57-70 are non-obvious over Kara, UPS, FedEx, and Barnett, whether considered alone or in combination with any other reference(s) of record. Accordingly, it is respectfully requested that the rejection of Claims 1-21, 26-52, and 57-70 under 35 U.S.C. §103(a) be reversed.

Argument Regarding Issue 1 Regarding the Rejection of Claims 1-21, 26-52, and 57-70: Barnett Was Not Properly Combined With the Other References Because Barnett Fails to Show a Display by Barnett of Any Rates in Association with Events Calendared by Barnett

It is respectfully asserted that there is no teaching or suggestion, as required under MPEP §706.02(j), to combine Barnett with the other cited references. See also MPEP §2143.

The Office Action cited col. 2 of Barnett to support the proposition that Barnett teaches "a simultaneous display of rates" (see Office Action, Topic 12). However, contrary to the position taken in the Office Action, it is respectfully submitted that Barnett does not disclose any simultaneous display of rates (see e.g., Barnett, FIG. 9). In fact, it is respectfully submitted that Barnett does not disclose any display of rates by the Barnett system.

The subject matter of Barnett is calendaring, not rates. More specifically, Barnett discloses a "... computer-implemented method and system for generating and displaying a calendar containing user-selected events from user-selected categories." Barnett, Abstract. Figure 9 of Barnett displays a user-customized week-view calendar of events. According to the disclosure of Barnett, the week-view calendar of events reflects a user's selection of categories of events. See Barnett, FIG. 9; Barnett, col. 12, lines 16-21. Figure 8 of Barnett shows a month-view of a user-customized calendar. See Barnett, FIG. 8; Barnett, col. 11, lines 36-38. Figure 10 of Barnett shows a day view. See Barnett, FIG. 10; Barnett, col. 12, lines 42-43. None of the various calendars depicted in Barnett depict any display of rates. Moreover, there is simply no disclosure

in any of the Figures of Barnett, or in the disclosure of Barnett, that prices for the various calendared events are displayed in any of the Barnett calendars or schedules.

It is true that Barnett discloses that "[o]nline purchasing and related actions can be associated with each event" (Barnett, Abstract). However, Barnett explains that the referred-to purchases would be done using links. See, e.g., Barnett, col. 2, lines 65-67 ("In addition, purchases of products, services, or tickets can be effected using links associated with displayed events."); see also, e.g., Barnett, col. 14, lines 13-17 ("In another embodiment, a link may be provided for making a purchase associated with a particular event. For example, if the event is a concert, a link to an on-line ticketing service maybe provided, for purchasing tickets to the concert."). It is respectfully submitted that the absence from the disclosure of Barnett of a display of price for a calendared event, and the disclosure of Barnett that a link to a separate service may be provided for making a purchase associated with a calendared event are evidence that Barnett did not contemplate that the system of Barnett would itself associate a price with an event calendared by the Barnett system.

For the above-given reasons, it is respectfully submitted that because Barnett does not disclose any display of rates by the Barnett system, much less the simultaneous display of rates, there is therefore no teaching or suggestion, as required under MPEP §706.02(j) and MPEP §2143 to combine Barnett with the other cited references.

Accordingly, it is respectfully requested that the rejections of Claims 1-21, 26-52, and 57-70 under 35 U.S.C. §103(a), the rejections of all of which rely on Barnett for the teaching of "a simultaneous display of rates" (see Office Action, Topic 12), be reversed.

Argument Regarding Issue 1a Regarding the Rejection of Claims 1-21, 26-52, and 57-70: Barnett Was Not Properly Combined With the Other References Because, Even If Barnett Did Show Rates, the Rates Would be for the Different Calendared Events as Compared to a Cross-Comparison of Rates for the Single Event of Delivery of a Parcel

Even assuming for the sake of argument that it could be argued that Barnett somehow suggested showing rates, Barnett was nevertheless not properly combined with the other references because even if a Barnett calendar were to depict rates, the rates would be for the various events calendared, not as a cross-comparison of rates for a single event.

Various Claims of the present application are directed to providing a user with a cross-comparison of rates for the single event of shipping, or delivering, or delivery of, a parcel. See, e.g., Claims 1, 32, and 63 ("...rates are calculated and displayed for each respective service of a plurality of services offered by each respective carrier of a plurality of carriers *to ship the respective particular parcel...*"); Claims 13, 44, and 64 (...shipping rates corresponds to a *delivery of the first particular parcel...*"); and Claims 26, 57, and 65 (...calculated shipping rate corresponds to a *particular carrier delivering said particular parcel ...*). (Emphasis added).

As compared to providing a cross-comparison of rates for a single event, the subject matter of Barnett is a calendaring system for producing calendars that show a schedule of many different events. More specifically, Barnett discloses "... provid[ing] a multi-layered calendaring system wherein *events belonging to different categories...*". Barnett, col. 2, lines 26 – 29 (emphasis added).

The Office Action points generally to column 2 of Barnett for providing a motivation for combining Barnett with the other cited references. Office Action, Topic 14, p. 6. The Office Action dismisses any argument regarding the "single event" that is the subject matter of the claims, stating that the phrase "single event" is not present in the claims. Office Action, Topic 15, p. 7.

It is respectfully submitted that, although it is true that the phrase "single event" does not appear in the Claims, the recitations of a single event of, for example: "a delivery" (see, e.g., Claims 13, 44, and 64); "to ship the ... parcel" (see, e.g., Claims 1, 32, and 63); "delivering said ... parcel" (see, e.g., Claims 26, 57, and 65); and "delivering the particular parcel" (see, e.g., Claims 27, 58, and 66) are nonetheless present in the Claims.

It is respectfully submitted that "... provid[ing] a multi-layered calendaring system wherein events *belonging to different categories...*" (as disclosed in *Barnett*, col. 2, lines 26 – 29 (emphasis added)), does not provide any teaching or suggestion as required by MPEP §§706.02(j) to combine *Barnett* with the other cited references with respect to the subject matter of various Claims of the present application regarding a *single event*, i.e., to ship, to deliver, or delivery of, a parcel.

Conclusion Regarding Issues 1 and 1a

Accordingly, in view of the above-given reasons, it is respectfully requested that the rejections of Claims 1-21, 26-52, and 57-70 under 35 U.S.C. §103(a), the rejections of all of which rely on *Barnett*, be reversed.

Argument Regarding Issue 2 Regarding the Rejection of Claims 1-21, 26-52, and 57-70: The Cited References, Even When Considered in Combination, Do Not Disclose, Anticipate, Teach or Suggest, as Required Under MPEP §2143, Each Limitation of Each Claim, Because None of the References, Even When Considered in Combination, Disclose Displaying a Simultaneous Display of Rates In a Graphic Cross-Comparison that Provides an Indication of Date and Time

Even assuming for the sake of argument that *Barnett* was properly combined with the other cited references, it is respectfully asserted that the none of *Kara*, *UPS*, *FedEx*, and *Barnett*, even when considered in combination, disclose, anticipate, teach or suggest each limitation of each of the Claims of the present application as required for an obviousness rejection under 35 U.S.C. Section 103(a) and MPEP §§706.02(j). See also, e.g., MPEP §2143.

The *FedEx* reference amounts to nothing more than a general description of various services offered by FedEx® and rules that FedEx® applies to shipments. Specifically, *FedEx* lists a number of FedEx® delivery services along with a brief description of each FedEx® delivery service.

For example, FedEx describes "FedEx Priority Overnight®" as providing "...delivery by 10:30 a.m. the next business day to thousands of U.S. cities in our primary service area (noon to most of the rest). Shipments may weigh up to 150 lbs., and measure up to 119" length and up to 165" in length and girth combined ... Pickup and delivery Monday-Saturday". FedEx, p. 1.

As a further example, FedEx describes "FedEx Standard Overnight®" as providing "...delivery by 3:00 p.m. the next business day to thousands of U.S. cities in our primary service area (4:30 p.m. to most of the rest, Saturday delivery not available with this service). Shipment may weigh up to 150 lbs., and measure up to 119" in length and up to 165" in length and girth combined." FedEx, p. 1.

As yet another example, FedEx describes "FedEx 2Day(SM)" as providing "delivery by 4:30 p.m. the second business day (7:30 p.m. to residential destinations) within the continental U.S. Shipments may weight up to 150 lbs., and measure up to 119" in length and up to 165" in length and girth combined." FedEx, p. 1.

It is respectfully submitted that there is no disclosure of a determination of a schedule or a calculation of shipping costs for delivery of a particular parcel in the FedEx reference.

Similar to FedEx, UPS provides a description of each of its services, but also provides a link, "Quick Cost Calculator", with each service description. According to the UPS reference, the "Quick Cost Calculator" link appears to provide a user with the ability to click the link to obtain a calculation of shipping rates, and availability and delivery times, for the particular service with which the link appears.

More specifically, UPS depicts multiple screen shots. Each UPS screen shot describes a single UPS® delivery service. On each UPS screen shot, that is, for each delivery service, UPS shows a "Quick Cost Calculator" link described for use "to determine shipping rates, availability and delivery times" for the relevant delivery service. See, e.g., UPS, p. 2.

For example, one screen shot describes UPS® Next Day Air Early A.M. and provides a "Quick Cost Calculator" link to determine shipping rates, availability and delivery times for UPS® Next Day Air Early A.M. UPS, p. 2. The screen shot

describing UPS® Next Day Air Early A.M. mentions that “[y]ou get guaranteed delivery by 8:00 a.m. to major U.S. cities and by 8:30 a.m. to most other U.S. cities (9:00 a.m. or 9:30 a.m. on Saturday).” UPS, p. 2.

Another screen shot describes UPS® Next Day Air and provides a "Quick Cost Calculator" link to determine shipping rates, availability and delivery times for UPS® Next Day Air. UPS, p. 4. The screen shot describing UPS® Next Day Air mentions “[w]e guarantee delivery by 10:30 a.m., noon, or end-of-day the next business day depending on destination (noon or 1:30 p.m. on Saturdays).” UPS, p. 4.

Yet another screen shot describes UPS® 2nd Day Air A.M. and provides a Quick Cost Calculator" link to determine shipping rates, availability and delivery times for UPS® 2nd Day Air A.M. UPS, p. 6. The screen shot that describes UPS® 2nd Day Air A.M. mentions that “[w]hen you have commercial shipments that must arrive before noon the second business day, UPS 2nd Day Air A.M.™ is the right choice. Available to most metropolitan addresses throughout the 48 contiguous states.” UPS, p. 6.

The Office Action states that “[t]he UPS® and FedEx® references are to show the use of delivering packages by a specified time and date and that there are multiple services which guarantee delivery by a certain date and time. Therefore showing the ability to determine a time in which the package would arrive.” Office Action, Topic 13, p. 6.

Notably, as the Office Action correctly points out, it was certainly possible at the time the invention was made to “determine a time in which the package would arrive.” Office Action, Topic 13, p. 6. Not only has that ability never been in contention, but rather was specifically acknowledged in the Specification of the present application. See, e.g., Specification, p. 2, lines 19-26 (“Each Carrier’s pricing and delivery schedule rules for delivering parcels must be separately applied by the Shipper to shipment of a particular parcel to determine shipping rates and delivery schedules for each service offered by each Carrier.”)

Importantly, the problem resolved by various embodiments of the Claims of the present application is perfectly evidenced by the UPS and FedEx references cited by the Office Action – namely, that the separate shipping rate and delivery schedule rules

of each carrier had to be separately applied in order for a user to be able to try to compare shipping rates and associated projected delivery times and dates across various carriers and the various delivery services offered by those carriers. See, e.g., Specification, p. 2, lines 19-26 (“One of the problems in dealing with standalone Carrier systems is that, if the Shipper wants a particular parcel to be delivered to a particular destination under certain budgetary preferences and according to certain delivery schedule preferences, the Shipper must attempt to apply each Carrier’s pricing and delivery schedule rules for each service offered by the Carrier to the particular parcel to be shipped. Each Carrier’s pricing and delivery schedule rules for delivering parcels must be separately applied by the Shipper to shipment of a particular parcel to determine shipping rates and delivery schedules for each service offered by each Carrier.”)

Adding Kara to the mix of references cited does not compensate for the gaps in the other cited references. Kara discloses a comparison of rates across multiple carriers, but requires a user’s pre-selection of a delivery service “urgency” and/or class. See, e.g., Kara, col. 22, lines 39 – 42 (“the ... program automatically calculates the [shipping] fees for each shipping service provider offering service *commensurate with the desired shipping and/or delivery parameters.*”; emphasis added). That is, according to Kara, a user of Kara must first indicate the desired shipping and/or delivery parameters (e.g., Overnight, or Same Day, or Next Day, or 2-Day, or 3-Day) so that the Kara “program [will] automatically calculate[] the [shipping] fees for each shipping service provider offering service *commensurate with the desired shipping and/or delivery parameters.*” Kara, col. 22, lines 39 – 42 (emphasis added).

Therefore, and as discussed in more detail below, it is respectfully submitted that Kara does not disclose a comparison of delivery dates and times, even for rates for a selected service level.

It is respectfully asserted, for reasons described further below with respect to various groups of the Claims, that combining the comparison of rates by Kara across multiple carriers for a selected service level, with the separate service-level determination of rates and scheduling by UPS, even if combined with a calendar

graphic as disclosed in Barnett, still does not disclose, anticipate, teach or suggest each of the limitations of each of the Claims of the present application.

Accordingly, for reasons described further below with respect to various groups of Claims as identified below, it is respectfully requested that the rejections of Claims 1-21, 26-52, and 57-70 under 35 U.S.C. §103(a) in view of Kara, UPS, FedEx and Barnett, be reversed.

**Argument Regarding Issue 2a: Regarding the Rejection of
Independent Claims 1, 32, and 63, and the Claims Dependent on
Them, Namely, Dependent Claims 2-12 and 33-43 (37 C.F.R.
§41.37(c)(1)(vii) subheading)**

As compared to the requirements for an obviousness rejection under 35 U.S.C. Section 103(a), as those requirements are explained in MPEP §§706.02(j) and MPEP §2143, it is respectfully submitted that none of Kara, UPS, FedEx and Barnett, even when considered in combination, disclose, anticipate, teach or suggest a display of "... a respective simultaneous online interactive graphic cross-comparison of a plurality of respective service-specific, carrier-specific shipping rates ..." as recited by independent Claims 1, 32 and 63. Further, it is respectfully submitted that none of the cited references, even when considered in combination, disclose, anticipate, teach or suggest such a display "... wherein the respective service-specific, carrier-specific shipping rates are calculated and displayed for each respective service of a plurality of services offered by each respective carrier of a plurality of carriers to ship the respective particular parcel ..." as further recited by independent Claims 1, 32 and 63. Further still, it is respectfully submitted that none of the cited references, even when considered in combination, disclose, anticipate, teach or suggest such a display "... wherein each respective service-specific, carrier-specific shipping rate is displayed adjacent a display indicating a respective time and date before which a particular respective carrier would deliver the respective particular parcel to a respective particular delivery destination via a particular respective delivery service ...".

1.) The FedEx and UPS References

The Office Action indicated that "... Kara does not specifically disclose rates being calculated with respect to time ...", but stated that "[b]oth UPS® and FedEx® disclose specific services where they are guaranteed delivery by a certain time in the day." Office Action, Topic 4, pgs. 2-3.

It is respectfully asserted that instead of contributing to the claimed limitations recited by Claims 1, 32 and 63, the UPS and FedEx references perfectly depict the problem described by the Specification of the present application that a user faced in trying to obtain comparison of shipping rates and delivery times and dates across multiple carriers and multiple delivery services offered by those carriers.

A user of FedEx would encounter the description of FedEx that different delivery times apply depending on the shipping particulars for shipping a particular parcel. For example, FedEx explains that "FedEx Priority Overnight®" is for providing "...delivery by 10:30 a.m. the next business day to thousands of U.S. cities in our primary service are (noon to most of the rest). ... Pickup and delivery Monday-Saturday". FedEx, p. 1.

That is, in order for a FedEx user to determine whether a parcel to be shipped using FedEx Priority Overnight® would result in delivery by 10:30 a.m. the next business day, or by noon the next business day (or some other time) the user would need to investigate whether city to which the parcel was to be shipped was one of the "thousands" for which delivery would be provided by 10:30 a.m., or whether the city was one of the "most of the rest" for which delivery would be provided by noon, or whether the city was neither one of the "thousands" for which delivery would be provided by 10:30 a.m., or one of the "most of the rest" for which delivery would be provided by noon, in which case, the FedEx reference provides no indication of a delivery time guarantee. Moreover, whatever the result of the user's above-outlined investigation, the time for delivery determined by the user would apply only if the user elected to use the FedEx Priority Overnight® delivery service; the user would need to plod on with further investigation to determine a comparison of a delivery time if the user were to instead, for example, elect FedEx Standard Overnight® or FedEx 2Day(SM).

The above-described steps that a FedEx user would have to take to determine the delivery time of a parcel to be shipped for any particular FedEx® service are evidence that FedEx does not disclose "... wherein each respective service-specific, carrier-specific shipping rate [of a graphic cross-comparison of shipping rates] is displayed adjacent a display indicating a respective time and date before which a particular respective carrier would deliver the respective particular parcel to a respective particular delivery destination via a particular respective delivery service ..." as recited by independent Claims 1, 32 and 63.

Trying to obtain a comparison of projected delivery dates would also have required the FedEx user to investigate the specific FedEx® rules as those rules pertained to the user's particular shipping requirements. That is, the information provided in FedEx is general information and is not displayed "... to a respective user of a plurality of users, upon the respective user's request, as to a respective particular parcel to be shipped by the respective user, ...", as recited in independent Claims 1, 32, and 63.

Regarding a date by which delivery would be expected, FedEx explains that Saturday delivery is not available for the "FedEx Standard Overnight®" service. FedEx, p. 1. That is, if a parcel is shipped on a Friday using FedEx Standard Overnight®, because delivery on Saturday is not available for that service, the parcel would not be delivered until the following Monday, or if the following Monday were a holiday, by the following Tuesday. Therefore, in order for a delivery date to be determined, a user of FedEx would need to consult a calendar (mentally or visually) to determine the delivery date on which a parcel shipped via, e.g., FedEx Standard Overnight® should be delivered. For example, if the user was shipping a package on, e.g., a Friday, the user would need to identify the date of the following Monday, or if the following Monday were a holiday, the following Tuesday.

Yet further, in order for a delivery date to be determined, a user of FedEx, may, depending on the circumstances, need to consult a clock to determine the date of expected delivery of a parcel to be sent by FedEx Standard Overnight®. For example, if the user was shipping the package after a particular cut-off time, the package may not

be delivered the following day -- that is, the package may be delivered two days after the shipment date.

The above-described steps that a FedEx user would have to take to determine a delivery date of a parcel to be shipped, *e.g.*, using FedEx Standard Overnight® are further evidence that FedEx does not disclose "... wherein each respective service-specific, carrier-specific shipping rate [of a graphic cross-comparison of shipping rates] is displayed adjacent a display indicating a respective time and date before which a particular respective carrier would deliver the respective particular parcel to a respective particular delivery destination via a particular respective delivery service ..." as recited by independent Claims 1, 32 and 63.

Further still, if a user of FedEx wanted to compare, across various FedEx® services, delivery dates and times of a particular parcel that the user wanted to ship, the user would need to determine a delivery date and time for each FedEx® service to be compared. The aforementioned steps that a FedEx user would have to take to determine a cross-comparison with an indication of delivery dates and times for a parcel using only a single carrier, *e.g.*, FedEx®, is yet further evidence that FedEx does not disclose the above-cited limitations of independent Claims 1, 32 and 63.

Turning to the UPS reference, as with FedEx, UPS teaches that, even for "guaranteed" services (See, *e.g.*, Office Action, Topic 4, p. 3 (stating that "[b]oth UPS® and FedEx® disclose specific services where they are guaranteed delivery by a certain time in the day.), different delivery times may apply depending on the shipping and/or delivery particulars for shipping and delivering a particular parcel. For example, for the UPS Next Day Air Early A.M.® delivery service, even though UPS states "Guaranteed Overnight by 8 A.M.", UPS clarifies that "[y]ou get guaranteed delivery by 8:00 a.m. to major U.S. cities and by 8:30 a.m. to *most* other U.S. cities (9:00 a.m. or 9:30 a.m. on Saturday)..." (emphasis added). That is, in order for delivery to be "Guaranteed Overnight by 8 A.M.", assuming the delivery was to occur Monday through Friday, the delivery address would need to be in one of the "major U.S. cities;" in order for delivery to be guaranteed by 8:30 a.m., the delivery address, if not in one of the "major U.S. cities", would need to be in one of the "most other U.S. cities..." (emphasis added).

As another example of guarantee-dependency on shipping particulars, for the UPS Next Day Air® delivery service, even though UPS states "Guaranteed Overnight by 10:30 AM", UPS clarifies that delivery is guaranteed "...by 10:30 a.m., noon, or end-of-day the next business day *depending on destination* (noon or 1:30 p.m. on Saturdays)." (emphasis added). That is, according to UPS, delivery time would be dependent on the destination address and the day of the week shipped.

Further, the UPS reference teaches that, notwithstanding the name of a delivery service, delivery guarantees may depend on the day of the week on which shipping occurs. For example, some UPS® delivery services support Saturday delivery; whereas others do not; Sunday delivery options are not indicated in UPS for any of the UPS® delivery services. Compare, e.g., UPS, p. 2 (describing, for UPS Next Day Air Early A.M.®, both a Saturday Delivery option and a Saturday Pickup option) and UPS, p. 4 (describing, for UPS Next Day Air®, both a Saturday Delivery option and a Saturday Pickup option), *with* UPS, p. 6 (describing, for UPS® 2nd Day Air A.M.®, a Saturday Pickup option, but with no mention of a Saturday Delivery option).

That is, assuming that the delivery address is to one of "most metropolitan addresses" to which delivery would be "Guaranteed Two-Day by 12 Noon" (see, UPS, p. 6), if a package were sent on a Thursday via UPS® 2nd Day Air A.M.®, even though the delivery service name "UPS® 2nd Day Air A.M.®" may imply that the delivery would be made by the second day, a Saturday, following the Thursday shipment day, according to UPS, Saturday delivery would not be available. Because a Saturday delivery option is not available for the "UPS® 2nd Day Air A.M.®" delivery service, then delivery for a package sent on a Thursday using the "UPS® 2nd Day Air A.M.®" delivery service would not be available until the next day available for deliveries for the "UPS® 2nd Day Air A.M.®" delivery service -- which, because neither Saturday nor Sunday are indicated in UPS as delivery days for the "UPS® 2nd Day Air A.M.®" delivery service, would therefore not occur until, e.g., the following Monday, or if the following Monday were a holiday, then possibly not until the following Tuesday.

The above-described variations in delivery days and times for various UPS® delivery services as dependent on specific shipping and/or delivery parameters is

evidence that the mere listing of a delivery service by name, and/or a general statement of guarantee, are not a conclusive indication of a delivery date or time for a particular parcel to be shipped to a particular address.

The UPS reference shows a "Quick Cost Calculator" link on each separate UPS® delivery service website page. For example, for the UPS Next Day Air Early A.M.® delivery service, UPS states "Use the Quick Cost Calculator to determine shipping rates, availability and delivery times for UPS Next Day Air Early A.M." UPS, p. 2. As another example, for the UPS Next Day Air® delivery service, UPS states "Use the Quick Cost Calculator to determine shipping rates, availability and delivery times for UPS Next Day Air." UPS, p. 4. As a further example, for the UPS 2nd Day Air A.M.® delivery service, UPS states "Use the Quick Cost Calculator to determine shipping rates, availability and delivery times for UPS 2nd Day Air A.M." UPS, p. 6. Yet further, for the UPS 2nd Day Air® delivery service, UPS states "Use the Quick Cost Calculator to determine shipping rates, availability and delivery times for UPS 2nd Day Air." UPS, p. 8. For the UPS 3 Day Select® delivery service, UPS states "Use the Quick Cost Calculator to determine shipping rates, availability and delivery times for UPS 3 Day Select." UPS, p. 10. For UPS Ground, UPS states "Use the Quick Cost Calculator to determine shipping rates, availability and delivery times for UPS Ground Service." UPS, p. 12.

It is respectfully submitted that, even once a UPS user had obtained a set of rates and delivery dates and times for various delivery services offered by UPS®, doing so would not have provided the UPS user with rates and delivery dates and times, for various delivery services offered by any other carrier.

2.) The Kara Reference

Kara does not compensate for the elements missing from the other cited references. Kara discloses a system that requires that a user first pre-select a class and/or delivery "urgency". FIG. 7 of Kara depicts process element 712 that is labeled "Class/Urgency" and that contains the description "Select from different choices: first, third, fourth, bulk rate, priority mail, air mail, same day, overnight, next day, 2 days, 3

days". FIG. 8 of Kara depicts a display interface with a box 802 providing fields for Weight (Pounds and Ounces), Zone, Class, and a choice of Domestic or International. FIG. 8 of Kara also depicts a box 807, labeled as "Urgency" and containing the choices of "Same day", "Overnight", "Next day", "2 Days", "3 Days", and "Immaterial". The specification of Kara explains that, "[i]n step 712, the user selects the class and/or urgency of the item from the choices shown in box 802 and 807. It shall be appreciated that ones of the selections of class and urgency may substantially overlap and, therefore, selection of such an option from one of boxes 802 or 807 may also make a corresponding selection in the other one of boxes 802 or 807." Kara, col. 21, lines 1-7.

Kara discloses that "class and urgency information may be different for each of the shipping service providers and, accordingly, selection of a particular class[] or urgency criteria may be based at least in part on the particular shipping service provider(s) for which the user wishes the ... program to calculate the necessary postage.... Alternatively, the class and urgency information may be presented for selection generically, as shown in FIG. 8, and the ... program operate to determine the corresponding fees for each of the particular shipping service providers automatically."

Kara, col. 21, lines 8-20.

Whether the class and urgency information available for selection by the user is presented "generically" (as depicted in FIG. 8 of Kara), or is available for "selection ... based ... on the particular shipping service provider", Kara explains that, only after a selection of class and/or urgency is made are fees calculated and displayed.

In order to present the user with information from which to make an informed choice as to a particular shipping service provider by which to ship the piece of mail or other item, the E-STAMP program may calculate the fees associated with a plurality of the available shipping service providers. Accordingly, the user may select shipping service providers of interest (not shown) in order to allow the E-STAMP program to determine the fees for only those shipping service providers. Thereafter, the E-STAMP program may calculate and display fees associated with shipping the item via the selected shipping service providers according to the desired shipping and/or delivery parameters, i.e., class, urgency, etc. Where a selected shipping service provider does not provide a desired shipping and/or delivery parameter, the E-STAMP program may indicate such and provide the fees for a service offered by that particular shipping service provider most near

that desired by the user.

However, in the preferred embodiment, the E-STAMP program automatically calculates the fees for each shipping service provider offering service commensurate with the desired shipping and/or delivery parameters. Additionally, the E-STAMP program may indicate other ones of the shipping service providers which do not provide a desired shipping and/or delivery parameter and provide the fees for a service offered by that particular shipping service provider most near that desired by the user, as well as indicate how their service differs from that desired.

Kara, col. 22, lines 20 – 48.

FIG. 8 of Kara depicts box 808 which is labeled "Selection & Comparison". In box 808 of FIG. 8 of Kara, the carriers "US Post", "Federal Express", "DHL", "UPS", "Purolator", and "Emery" are listed. To the left of each carrier is a box, with which to select one of the carriers. See Kara, col. 22, lines 53-54 ("...the user selects a particular shipping service provider, such as by checking a box associated therewith (shown in box 808) ..."). To the right of each carrier (shipping service provider) in box 808 is a dollar field for display of a shipping rate. Kara, FIG. 8. Importantly, only one dollar field is indicated per carrier.

Therefore, as clarified from the position stated in the Office Action that "Kara discloses calculating shipping rates for multiple services ..." (Office Action, Topic 12, p. 5), it is respectfully submitted that Kara discloses calculating and displaying only a single shipping rate per carrier (shipping service provider) at a time based on a user's pre-selection of either a generic class/urgency for all providers, or based on a user's pre-selection of a carrier-specific class/urgency for each provider.

Accordingly, it is respectfully asserted that Kara does not disclose "...wherein the respective service-specific, carrier-specific shipping rates are calculated and displayed for each respective service of a plurality of services offered by each respective carrier of a plurality of carriers to ship the respective particular parcel..." as recited by Claims 1, 32, and 63 of the present application.

The Office Action states the further position that "Kara is used to show that multiple services for multiple carriers are calculated." Office Action, Topic 12, p. 5. However, for the reasons given above, it is respectfully submitted that although Kara

may disclose calculating a fee for a first service "urgency" by one carrier and another service "urgency" by another carrier, Kara discloses calculating only a single fee per carrier at a time.

As compared to, e.g., independent Claims 1, 32 and 63 of the present application which recite "...a respective *simultaneous* online interactive graphic cross-comparison of a plurality of respective service-specific, carrier-specific shipping rates ..." (cf. also, e.g., Claims 13, 27, 28, 44, 58, 59, and 64), in order to obtain a cross-comparison of rates using Kara, it is respectfully submitted that a user would need to first indicate a first "urgency", e.g., "Overnight" on FIG. 8 of Kara, so that the Kara system would, according to the specification of Kara (e.g., Kara, col. 22, lines 39 – 42), calculate the rates for the shipping service providers (depicted in FIG. 8 of Kara as "US Post", "Federal Express", "DHL", "UPS", "Purolator", and "Emery") via the indicated first "urgency". Once the system had calculated the rates, the user could, for example, write the rates, or print the screen showing the rates, for the first indicated "urgency".

Next, in order to obtain a cross-comparison of rates using Kara, a user of Kara would need to indicate a second "urgency", e.g., "Next day" on FIG. 8 of Kara, so that the Kara system would, according to the specification of Kara (e.g., Kara, col. 22, lines 39 – 42), calculate the rates for the shipping service providers (depicted in FIG. 8 of Kara as "US Post", "Federal Express", "DHL", "UPS", "Purolator", and "Emery") via the indicated second "urgency". Once the system had calculated the rates, the user could, for example, write the rates, or print the screen showing the rates, for the second indicated "urgency".

The user would need to continue to indicate each successive "urgency", to cause the Kara system to calculate rates for each successive indicated urgency for each shipping service provider; the Kara user would need to then write the rates, or print the screen showing the rates, for each successive "urgency".

Only when the Kara user had completed the process of indicating each successive "urgency", obtaining the rates, and writing the rates or printing the screens, would the Kara user have a cross-comparison of rates. However, even after having gone through such a process, the Kara user would have only a paper record of a cross-

comparison of rates, and would still not have a "simultaneous online interactive graphic cross-comparison of ... shipping rates" (e.g., as claimed in independent Claims 1, 32, and 63) or a "simultaneous[] display to a first particular user of a plurality of users [of] a first cross-comparison of a first plurality of service-specific, carrier-specific shipping rates... wherein the first cross-comparison is displayed to a respective display device that communicates with the respective user client computer device used by the first particular user" (e.g., as claimed in independent Claims 13, 44, and 64). Further still, even after having gone through such a process, the Kara user would not have a

...simultaneous online interactive graphic cross-comparison of a plurality of respective service-specific, carrier-specific shipping rates, wherein the respective service-specific, carrier-specific shipping rates are calculated and displayed for each respective service of a plurality of services offered by each respective carrier of a plurality of carriers to ship the respective particular parcel, wherein each respective service-specific, carrier-specific shipping rate is displayed adjacent a display indicating a respective time and date before which a particular respective carrier would deliver the respective particular parcel to a respective particular delivery destination via a particular respective delivery service...

as claimed, e.g., in Claims 1 and 32.

Further, it is respectfully submitted that Kara does not disclose, anticipate, teach or suggest "...wherein each respective service-specific, carrier-specific shipping rate is displayed adjacent a display indicating a respective time and date before which a particular respective carrier would deliver the respective particular parcel to a respective particular delivery destination via a particular respective delivery service ...". The rates disclosed for display in Kara, such as in FIG. 8 of Kara, do not show an indication of time or date of delivery. The Office Action states that "Kara discloses a display where the rates of each carrier are displayed adjacent to the selected services (see Figures 8A)". Office Action, Topic 4, p. 2. The Office Action finds that "...Kara does not specifically disclose the rates being calculated with respect to time..." (Office Action, Topic 4, pgs. 2-3) but seems to indicate that display of a rate adjacent to a selected service may be an indication of date.

It is respectfully submitted that display of a shipping rate near the display of an indication of a delivery service does not disclose, anticipate, teach or suggest display of

a shipping rate "adjacent a display indicating a ... time and date ... [for delivery]" as recited by Claims 1, 32, and 63. It is respectfully submitted that the distinction is patentable because a mere listing of a delivery service offered by a single carrier does not necessarily indicate a date (or a time) by which, or before which, the parcel would be delivered. As disclosed in the specification of the present application, certain carriers and/or delivery services may not support delivery on certain days, for example, Saturdays, or Sundays. See, e.g., Specification, page 61, line 25 through page 62, line 14. That is, even if a package is sent on a Thursday via a two-day service with a certain carrier, if that service, and/or that carrier does not support Saturday delivery, then even though the delivery service name may imply that the delivery would be made on Saturday, the actual schedule for delivery for that particular service for that particular carrier may not take place until the following business day, e.g., the following Monday, or if the following Monday were a holiday, until the following Tuesday. Further, it is respectfully submitted that even if, for a particular shipment, because of the particular delivery parameters for a particular parcel, a delivery service name, such as, for example, "Next Day", would result in delivery of the parcel the "next day", knowing that does not indicate a "date".

3.) The Barnett Reference

For the reasons previously given above, it is respectfully submitted that Barnett does not disclose any simultaneous display of rates (see e.g., Barnett, FIG. 9) or any display of rates by the Barnett system. Further, for the reasons previously given above, even if a Barnett calendar were to depict rates, the rates would be for the various events calendared, not as a cross-comparison of rates for a single event such as, for example, "ship[ping] ... [a] particular parcel..." as recited in Claims 1, 32, and 63. Further still, even if rates were displayed by Barnett in a Barnett calendar, it is respectfully submitted that the rates would not have been "...calculated..." by Barnett as recited in Claims 1, 32, and 63.

For the above-given reasons, it is respectfully submitted that the cited references do not disclose, anticipate, teach or suggest, even when combined, all of the limitations

recited by independent Claims 1, 32, and 63, and by virtue of their dependency on independent Claims 1, and 32, dependent Claims 2-12 and 33-43. Accordingly, it is respectfully requested that the rejections of independent Claims 1, and 32, and dependent Claims 2-12 and 33-43, be reversed.

Argument Regarding Issue 2b: Regarding the Rejection of Independent Claims 13, 44, and 64, and the Claims Dependent on Them, Namely, Dependent Claims 14-21, 45-52 (37 C.F.R. §41.37(c)(1)(vii) subheading)

As compared to the requirements for an obviousness rejection under 35 U.S.C. Section 103(a), as those requirements are explained in MPEP §§706.02(j) and MPEP §2143, it is respectfully submitted that none of Kara, UPS, FedEx and Barnett, even when considered in combination, disclose, anticipate, teach or suggest “simultaneously display[ing] ... a ... cross-comparison of a first plurality of service-specific, carrier-specific shipping rates for shipping a first particular parcel, wherein each service-specific, carrier-specific shipping rate of the first plurality of service-specific, carrier-specific shipping rates corresponds to a delivery of the first particular parcel by a first respective particular delivery time on a first respective particular delivery date by a respective service of a plurality of services offered by a respective carrier of a plurality of carriers, wherein a respective service-specific, carrier-specific shipping rate is calculated and displayed for each respective service of a plurality of services offered by each respective carrier of a plurality of carriers that would support shipping the first particular parcel ...” as claimed in independent Claims 13, 44, and 64.

For reasons similar to those given above with respect to Claims 1, 32 and 63, it is respectfully submitted that Kara only discloses displaying a single shipping rate per carrier at a time. Therefore, it is respectfully submitted that Kara does not disclose a simultaneous display of shipping rates “ ... for each respective service of a plurality of services offered by each respective carrier of a plurality of carriers...” as recited by independent Claims 13, 44, and 64.

Further, for reasons similar to those given above with respect to Claims 1, 32 and 63, it is respectfully submitted that FedEx does not disclose any display or calculation of rates. Therefore, it is respectfully submitted that FedEx does not disclose a simultaneous display of shipping rates “ ... for each respective service of a plurality of services offered by each respective carrier of a plurality of carriers...” as recited by independent Claims 13, 44, and 64.

Yet further, for reasons similar to those given above with respect to Claims 1, 32 and 63, it is respectfully submitted that UPS only discloses separate calculations of a shipping rate for a particular service selected by a user for a particular carrier (UPS®). Therefore, it is respectfully submitted that UPS does not disclose a simultaneous display of shipping rates “ ... for each respective service of a plurality of services offered by each respective carrier of a plurality of carriers...” as recited by independent Claims 13, 44, and 64.

Still further, for reasons similar to those given above with respect to Claims 1, 32, and 63, it is respectfully submitted that Barnett does not disclose any simultaneous display of rates (see e.g., Barnett, FIG. 9) or any display of rates by the Barnett system. Further, for the reasons previously given above, even if a Barnett calendar were to depict rates, the rates would be for the various events calendared, not as a cross-comparison of rates for a single event such as, for example, “...a delivery of the first particular parcel...” as recited by independent Claims 13, 44, and 64.

For the above-given reasons, it is respectfully submitted that the cited references do not disclose, anticipate, teach or suggest, even when combined, all of the limitations recited by independent Claims 13, 44, and 64, and by virtue of their dependency on independent Claims 13, and 44, dependent Claims 14-21, 45-52. Accordingly, it is respectfully requested that the rejections of independent Claims 13, and 44, and dependent Claims 14-21, 45-52, be reversed.

**Argument Regarding Issue 2c: Regarding the Rejection of
Independent Claims 26, 57, and 65 (37 C.F.R. §41.37(c)(1)(vii)
subheading)**

As compared to the requirements for an obviousness rejection under 35 U.S.C. Section 103(a), as those requirements are explained in MPEP §§706.02(j) and MPEP §2143, it is respectfully submitted that none of Kara, UPS, FedEx and Barnett, even when considered in combination, disclose, anticipate, teach or suggest "... prompt[ing] a user, in response to a request by the user for a shipping rate and delivery time comparison for shipping a particular parcel, with an interactive prompt, said interactive prompt comprising a display of a plurality of cells, wherein each cell of said plurality of cells comprises an intersection of indications of a corresponding parcel delivery date and a corresponding parcel delivery time, and wherein at least one cell of said plurality of cells displays for user selection a calculated shipping rate, wherein said calculated shipping rate corresponds to a particular carrier delivering said particular parcel at or before the corresponding delivery time on the corresponding delivery date according to a particular service offered by the particular carrier..." as recited by independent Claims 26, 57, and 65.

For reasons similar to those given above with respect to Claims 1, 32, and 63, it is respectfully submitted that Barnett does not disclose any display of rates by the Barnett system. Therefore, it is respectfully submitted that neither Barnett, nor any of the other cited references, disclose, anticipate, teach or suggest "...wherein at least one cell of said plurality of cells displays for user selection a calculated shipping rate ...", as recited by independent Claims 26, 57, and 65.

Further, it is respectfully submitted that even if a Barnett calendar were to depict rates, the rates would be for various pre-existing events that would be displayed on a Barnett calendar and would not be provided "in response to a request by [a] user for a shipping rate and delivery time comparison for shipping a particular parcel..." as recited by independent Claims 26, 57, and 65.

Further, it is respectfully submitted that none of Barnett, UPS, FedEx or Kara disclose "...prompting a user ... with an interactive prompt... comprising a display of a plurality of cells, wherein each cell ... comprises an intersection of indications of a corresponding parcel delivery date and a corresponding parcel delivery time..." as recited by independent Claims 26, 57, and 65. Barnett discloses a calendaring system

for producing user-customized calendars of events. However, there is no disclosure in Barnett of any element of a Barnett calendar comprising "...an intersection of indications of a corresponding parcel delivery date and a corresponding parcel delivery time..." as recited by independent Claims 26, 57, and 65.

For the above-given reasons, it is respectfully submitted that the cited references do not disclose, anticipate, teach or suggest, even when combined, all of the limitations recited by independent Claims 26, 57, and 65. Accordingly, it is respectfully requested that the rejections of independent Claims 26, 57, and 65 be reversed.

**Argument Regarding Issue 2d: Regarding the Rejection of
Independent Claims 27, 58, and 66 (37 C.F.R. §41.37(c)(1)(vii)
subheading)**

As compared to the requirements for an obviousness rejection under 35 U.S.C. Section 103(a), as those requirements are explained in MPEP §§706.02(j) and MPEP §2143, it is respectfully submitted that none of Kara, UPS, FedEx and Barnett, even when considered in combination, disclose, anticipate, teach or suggest "...prompt[ing] a first particular user of a plurality of users with a first service and carrier selection user prompt to select one service of a plurality of services offered by one carrier of a plurality of carriers for shipping a particular parcel to be shipped by the first user, ... wherein said first service and carrier selection prompt comprises a display of a simultaneous online interactive graphic cross-comparison of a plurality of respective service-specific, carrier-specific shipping rates, wherein each respective service-specific, carrier-specific shipping rate corresponds to a particular respective service offered by a particular respective carrier for delivering the particular parcel to a particular delivery destination at or before a particular parcel delivery time on a particular parcel delivery date, and wherein each respective service-specific, carrier-specific shipping rate is displayed in association with a display of a corresponding delivery date and a corresponding delivery time..." as recited by independent Claims 27, 58, and 66.

For reasons similar to those given above with respect to Claims 1, 32 and 63, it is respectfully submitted that the rates disclosed for display in Kara, such as in FIG. 8 of

Kara, do not show an indication of time or date of delivery. Therefore, it is respectfully submitted that Kara does not disclose "... wherein each respective service-specific, carrier-specific shipping rate is displayed in association with a display of a corresponding delivery date and a corresponding delivery time..." as recited by independent Claims 27, 58, and 66.

Further, for reasons similar to those given above with respect to Claims 1, 32 and 63, it is respectfully submitted that neither UPS nor FedEx disclose any "...simultaneous online interactive graphic cross-comparison of a plurality of respective service-specific, carrier-specific shipping rates ..." as recited by independent Claims 27, 58, and 66.

Still further, for reasons similar to those given above with respect to Claims 1, 32, and 63, it is respectfully submitted that Barnett does not disclose any simultaneous display of rates (see e.g., Barnett, FIG. 9) or any display of rates by the Barnett system. It is therefore respectfully submitted that Barnett does not disclose a "...simultaneous online interactive graphic cross-comparison of a plurality of respective service-specific, carrier-specific shipping rates ..." as recited by independent Claims 27, 58, and 66.

For the above-given reasons, it is respectfully submitted that the cited references do not disclose, anticipate, teach or suggest, even when combined, all of the limitations recited by independent Claims 27, 58, and 66. Accordingly, it is respectfully requested that the rejections of independent Claims 27, 58, and 66, be reversed.

Argument Regarding Issue 2e: Regarding the Rejection of
Independent Claims 28, 59, and 67 (37 C.F.R. §41.37(c)(1)(vii)
subheading)

As compared to the requirements for an obviousness rejection under 35 U.S.C. Section 103(a), as those requirements are explained in MPEP §§706.02(j) and MPEP §2143, it is respectfully submitted that none of Kara, UPS, FedEx and Barnett, even when considered in combination, disclose, anticipate, teach or suggest "...collect[ing] user input, from one particular user of a plurality of users, of a selection by the particular user of a shipping rate, wherein said shipping rate corresponds to one service of a plurality of services offered by one carrier of a plurality of carriers for shipping a

particular parcel, ... wherein said user input comprises an indication of a particular service-specific, carrier-specific shipping rate selected from a display of a simultaneous online interactive graphic cross-comparison of a plurality of respective service-specific, carrier-specific shipping rates, wherein each respective service-specific, carrier-specific shipping rate corresponds to a particular respective service offered by a particular respective carrier for delivering the particular parcel to a particular delivery destination by a particular parcel delivery time on a particular parcel delivery date, and wherein each respective service-specific, carrier-specific shipping rate is displayed in association with a display of a corresponding delivery date and a corresponding delivery time..." as recited by independent Claims 28, 59, and 67.

For reasons similar to those given above with respect to Claims 1, 32, and 63, it is respectfully submitted that Barnett does not disclose any display of rates by the Barnett system. Therefore, it is respectfully submitted that Barnett does not disclose, anticipate, teach or suggest "...an indication of a particular service-specific, carrier-specific shipping rate selected from a display of a simultaneous online interactive graphic cross-comparison of a plurality of respective service-specific, carrier-specific shipping rates ..." as recited by independent Claims 28, 59, and 67.

Further, for reasons similar to those given above with respect to Claims 1, 32, and 63, it is respectfully submitted that none of Barnett, UPS, FedEx or Kara, even when considered in combination, disclose, anticipate, teach or suggest a "...wherein each respective service-specific, carrier-specific shipping rate is displayed in association with a display of a corresponding delivery date and a corresponding delivery time..." as recited by independent Claims 28, 59, and 67.

For the above-given reasons, it is respectfully submitted that the cited references do not disclose, anticipate, teach or suggest, even when combined, all of the limitations recited by independent Claims 28, 59, and 67. Accordingly, it is respectfully requested that the rejections of independent Claims 28, 59, and 67, be reversed.

**Argument Regarding Issue 2f: Regarding the Rejection of
Independent Claims 29, 60, and 68 (37 C.F.R. §41.37(c)(1)(vii)
subheading)**

As compared to the requirements for an obviousness rejection under 35 U.S.C. Section 103(a), as those requirements are explained in MPEP §§706.02(j) and MPEP §2143, it is respectfully submitted that none of Kara, UPS, FedEx and Barnett, even when considered in combination, disclose, anticipate, teach or suggest "...detect[ing] a clicking, by one particular user of a plurality of users, of a cell of an online interactive display as a selection by the particular user of a particular service of a plurality of services offered by a particular carrier of a plurality of carriers for shipping a particular parcel, wherein said online interactive display comprises a plurality of cells, and wherein the cell selected displays a shipping rate, wherein said displayed shipping rate corresponds to the particular service offered by the particular carrier ..." as recited by independent Claims 29, 60, and 68.

For reasons similar to those given above with respect to Claims 1, 32, and 63, it is respectfully submitted that Barnett does not disclose any display of rates by the Barnett system. Therefore, it is respectfully submitted that Barnett does not disclose, anticipate, teach or suggest "...wherein said online interactive display comprises a plurality of cells, and wherein the cell selected displays a shipping rate, wherein said displayed shipping rate corresponds to the particular service offered by the particular carrier ..." as recited by independent Claims 29, 60, and 68.

For the above-given reasons, it is respectfully submitted that the cited references do not disclose, anticipate, teach or suggest, even when combined, all of the limitations recited by independent Claims 29, 60, and 68. Accordingly, it is respectfully requested that the rejections of independent Claims 29, 60, and 68, be reversed.

**Argument Regarding Issue 2g: Regarding the Rejection of
Independent Claims 30, 61, and 69 (37 C.F.R. §41.37(c)(1)(vii)
subheading)**

As compared to the requirements for an obviousness rejection under 35 U.S.C. Section 103(a), as those requirements are explained in MPEP §§706.02(j) and MPEP §2143, it is respectfully submitted that none of Kara, UPS, FedEx and Barnett, even when considered in combination, disclose, anticipate, teach or suggest "...detect[ing] a placement of a cursor, by one particular user of a plurality of users, over a cell of an online interactive display as a selection by the particular user of a particular service of a plurality of services offered by a particular carrier of a plurality of carriers for shipping a particular parcel, wherein said online interactive display comprises a plurality of cells, and wherein the cell selected displays a shipping rate, wherein said displayed shipping rate corresponds to the particular service offered by the particular carrier..." as recited by independent Claims 30, 61, and 69.

For reasons similar to those given above with respect to Claims 1, 32, and 63, it is respectfully submitted that Barnett does not disclose any display of rates by the Barnett system. Therefore, it is respectfully submitted that Barnett does not disclose, anticipate, teach or suggest "...wherein said online interactive display comprises a plurality of cells, and wherein the cell selected displays a shipping rate, wherein said displayed shipping rate corresponds to the particular service offered by the particular carrier ..." as recited by independent Claims 30, 61, and 69.

For the above-given reasons, it is respectfully submitted that the cited references do not disclose, anticipate, teach or suggest, even when combined, all of the limitations recited by independent Claims 30, 61, and 69. Accordingly, it is respectfully requested that the rejections of independent Claims 30, 61, and 69, be reversed.

Argument Regarding Issue 2h: Regarding the Rejection of
Independent Claims 31, 62, and 70 (37 C.F.R. §41.37(c)(1)(vii)
subheading)

As compared to the requirements for an obviousness rejection under 35 U.S.C. Section 103(a), as those requirements are explained in MPEP §§706.02(j) and MPEP §2143, it is respectfully submitted that none of Kara, UPS, FedEx and Barnett, even when considered in combination, disclose, anticipate, teach or suggest "...respond[ing]

to a clicking, by one particular user of a plurality of users, of a cell of an online interactive display, by displaying an onscreen display of a shipping label for shipping a particular parcel with a particular carrier and a particular service, wherein said cell contains a shipping rate, wherein said shipping rate corresponds to a rate for the particular service and the particular carrier to deliver the particular parcel ..." as recited by independent Claims 31, 62, and 70.

For reasons similar to those given above with respect to Claims 1, 32, and 63, it is respectfully submitted that Barnett does not disclose any display of rates by the Barnett system. Therefore, it is respectfully submitted that Barnett does not disclose, anticipate, teach or suggest "...wherein said cell contains a shipping rate ..." as recited by independent Claims 31, 62, and 70.

For the above-given reasons, it is respectfully submitted that the cited references do not disclose, anticipate, teach or suggest, even when combined, all of the limitations recited by independent Claims 31, 62, and 70. Accordingly, it is respectfully requested that the rejections of independent Claims 31, 62, and 70, be reversed.

ISSUE 2 CONCLUSION

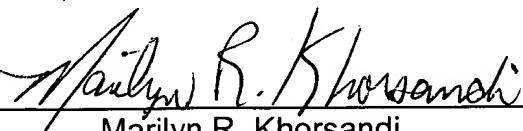
For the foregoing reasons and authorities, it is respectfully submitted that none of FedEx, UPS, Barnett or Kara, whether considered alone or in combination with any other reference(s) of record, anticipate, disclose, teach or suggest all of the limitations of Claims 1-21, 26-52, and 57-70 of the present application. Therefore, it is respectfully submitted that: 1.) the obviousness rejection of Claims 1-21, 26-52, and 57-70 failed to comply with the requirements for an obviousness rejection under 35 U.S.C. Section 103(a), as explained in MPEP §§706.02(j) and MPEP §2143; 2.) Claims 1-21, 26-52, and 57-70 are non-obvious in view of FedEx, UPS, Barnett or Kara, whether considered alone or in combination with any other reference(s) of record; and 3.) the invention disclosed and claimed in the present application is not fairly taught by any of the references of record, taken either alone or in combination, and that the application is in

condition for allowance. Accordingly, it is respectfully requested that the rejection of Claims 1-21, 26-52, and 57-70 of the present application be reversed.

Respectfully submitted,

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By



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CLAIMS APPENDIX (37 C.F.R. §41.37(c)(1)(viii) heading)
(Double-Spaced as required by MPEP §1205.02)

THE CLAIMS ON APPEAL ARE THE PENDING CLAIMS AFTER THE AMENDMENT AND RESPONSE FILED 11/03/05 IN RESPONSE TO OFFICE ACTION DATED 08/03/05, AND ARE AS FOLLOWS:

1. (Previously Presented) A shipping management computer system, said shipping management computer system comprising at least one computer device, wherein said shipping management computer system is programmed to:

display to a respective user of a plurality of users, upon the respective user's request, as to a respective particular parcel to be shipped by the respective user, a respective simultaneous online interactive graphic cross-comparison of a plurality of respective service-specific, carrier-specific shipping rates, wherein the respective service-specific, carrier-specific shipping rates are calculated and displayed for each respective service of a plurality of services offered by each respective carrier of a plurality of carriers to ship the respective particular parcel, wherein each respective service-specific, carrier-specific shipping rate is displayed adjacent a display indicating a respective time and date before which a particular respective carrier would deliver the respective particular parcel to a respective particular delivery destination via a particular respective delivery service, wherein each respective user of the plurality of users accesses the shipping management computer system using a respective user client computer device, and wherein the respective simultaneous online interactive graphic cross-comparison is displayed to a respective display device that communicates with the respective user client computer device used by the respective user.

2. (Previously Presented) The computer system of Claim 1, said computer system further programmed to:

display each respective simultaneous online interactive graphic cross-comparison as an array comprising a plurality of cells.

3. (Previously Presented) The computer system of Claim 2, said computer system further programmed to:

display each respective cell of said plurality of cells for a respective simultaneous online interactive graphic cross-comparison at an intersection of indications that corresponds to a respective particular parcel delivery date of a plurality of delivery dates and a respective particular parcel delivery time of a plurality of delivery times, wherein a respective cell corresponds to the respective particular parcel delivery date and the respective particular parcel delivery time.

4. (Previously Presented) The computer system of Claim 1, said computer system further programmed to:

display each service-specific, carrier-specific shipping rate in a respective cell that corresponds to a respective time and date before which a particular respective carrier would deliver the respective particular parcel to the respective particular delivery destination via a particular respective delivery service.

5. (Previously Presented) The computer system of Claim 4, said computer system further programmed to:

subdivide each respective cell for which more than one service or more than one carrier would support delivery of the respective particular parcel at the respective particular parcel delivery time on the respective particular parcel delivery date corresponding to said respective cell, into a plurality of sub-cell divisions, wherein each sub-cell division of said plurality of sub-cell divisions correspond to a particular respective service offered by a particular respective carrier that would support delivery of the respective particular parcel at the respective particular parcel delivery time on the respective particular parcel delivery date that corresponds to the respective cell.

6. (Previously Presented) The computer system of Claim 5, said computer system further programmed to:

colorize the display of each sub-cell division containing a display of a service-specific, carrier-specific shipping rate for shipping the respective particular parcel, each sub-cell division having a color that corresponds to the respective carrier, each respective carrier having a different corresponding color.

7. (Previously Presented) The computer system of Claim 6, said computer system further programmed to:

display each respective sub-cell division as further containing a respective onscreen interactive selection button.

8. (Previously Presented) The computer system of Claim 7, said computer system further programmed to:

detect a placement by an onscreen cursor over a particular respective onscreen interactive selection button of a particular respective sub-cell division; and respond to the onscreen cursor placement by displaying an onscreen window in an area in close proximity to the particular respective sub-cell division, said onscreen window containing a name of the respective carrier and a description of the respective service corresponding to the particular respective sub-cell division.

9. (Previously Presented) The computer system of Claim 7, said computer system further programmed to:

detect a clicking by an onscreen cursor over the particular respective onscreen interactive selection button of a particular respective sub-cell division; and respond to the onscreen cursor clicking the particular respective onscreen interactive selection button by displaying an onscreen display of a shipping label for shipping the respective particular parcel with the respective carrier and the respective service corresponding to the particular respective sub-cell division.

10. (Previously Presented) The computer system of Claim 7, said computer system further programmed to:

detect a clicking by an onscreen cursor over the particular respective onscreen interactive selection button of a particular respective sub-cell division; and

respond to the onscreen cursor clicking the particular respective onscreen interactive selection button by displaying an onscreen display of a shipping document for shipping the respective particular parcel with the respective carrier and the respective service corresponding to the particular respective sub-cell division.

11. (Previously Presented) The computer system of Claim 4, said computer system further programmed to:

detect a placement by an onscreen cursor over an onscreen display of a particular respective cell; and

respond to the onscreen cursor placement by displaying an onscreen window in an area in close proximity to the particular respective cell, said window containing a name of the respective carrier and a description of the respective service corresponding to the particular respective cell.

12. (Previously Presented) The computer system of Claim 4, said computer system further programmed to:

detect a clicking by an onscreen cursor over a display of a particular respective cell; and

respond to the onscreen cursor clicking by displaying an onscreen display of a shipping label for shipping the respective particular parcel with the respective carrier and the respective service corresponding to the particular respective cell.

13. (Previously Presented) A computer system programmed for managing parcel

shipping, said computer system comprising at least one computer device, wherein said computer system is programmed to:

simultaneously display to a first particular user of a plurality of users a first cross-comparison of a first plurality of service-specific, carrier-specific shipping rates for shipping a first particular parcel, wherein each service-specific, carrier-specific shipping rate of the first plurality of service-specific, carrier-specific shipping rates corresponds to a delivery of the first particular parcel by a first respective particular delivery time on a first respective particular delivery date by a respective service of a plurality of services offered by a respective carrier of a plurality of carriers, wherein a respective service-specific, carrier-specific shipping rate is calculated and displayed for each respective service of a plurality of services offered by each respective carrier of a plurality of carriers that would support shipping the first particular parcel, wherein each user of the plurality of users accesses the computer system over a global communications network using a respective user client computer device, wherein each respective user client computer device is adapted for communication with the global communications network, and wherein the first cross-comparison is displayed to a respective display device that communicates with the respective user client computer device used by the first particular user.

14. (Previously Presented) The computer system of Claim 13, wherein each respective service-specific, carrier-specific shipping rate of said first plurality of service-specific, carrier-specific shipping rates corresponds to a calculation according to a respective set of service-specific rules for shipping said first particular parcel, wherein

said respective set of service-specific rules corresponds to a respective service of the plurality of services offered by a respective carrier of the plurality of carriers that would support delivery of said first particular parcel according to a first set of user input parcel specifications and a first set of user input parcel shipping specifications.

15. (Previously Presented) The computer system of Claim 14, said computer system further programmed to:

display said first plurality of service-specific, carrier-specific shipping rates as a first online interactive graphic array, said first interactive graphic array having a first axis and a second axis.

16. (Previously Presented) The computer system of Claim 15, said computer system further programmed to:

display along the first axis of the first online interactive graphic array a plurality of displayed delivery dates that follow a current date.

17. (Previously Presented) The computer system of Claim 16, said computer system further programmed to:

graphically dedicate to each displayed delivery date of the plurality of displayed delivery dates, a delivery date-related portion of the first online interactive graphic array, wherein each delivery date-related portion is perpendicular to the first axis, and wherein each delivery date-related portion is aligned with one respective displayed delivery date of the plurality of displayed delivery dates.

18. (Previously Presented) The computer system of Claim 16, said computer system further programmed to:

display along the second axis of the first online interactive graphic array a plurality of displayed delivery times; and

graphically dedicate to each displayed delivery time of the plurality of displayed delivery times a delivery time-related portion of the first online interactive graphic array, wherein each delivery time-related portion is perpendicular to the second axis, and wherein each delivery time-related portion is aligned with one respective displayed delivery time of the plurality of displayed delivery times.

19. (Previously Presented) The computer system of Claim 18, said computer system further programmed to:

display each respective service-specific, carrier-specific shipping rate at a respective intersection of a respective delivery date-related portion and a respective delivery time-related portion, wherein the respective delivery time-related portion corresponds to the delivery of the first particular parcel at the respective particular delivery time by the respective service offered by the respective carrier for which the respective service-specific, carrier-specific shipping rate was calculated, and wherein the respective delivery date-related portion corresponds to the delivery of the first particular parcel on the respective particular delivery date by the respective service offered by the respective carrier for which the respective service-specific, carrier-specific shipping rate was calculated.

20. (Previously Presented) The computer system of Claim 19, said computer system further programmed to:

colorize each of said respective intersections containing a service-specific, carrier-specific shipping rate with a respective color corresponding to the respective carrier that offers the respective service.

21. (Previously Presented) The computer system of Claim 13, said computer system further programmed to:

simultaneously display to a second particular user of the plurality of users a second cross-comparison of a second plurality of service-specific, carrier-specific shipping rates for shipping a second particular parcel, wherein each service-specific, carrier-specific shipping rate of the second plurality of service-specific, carrier-specific shipping rates corresponds to a delivery of the second particular parcel by a second respective particular delivery time on a second respective particular delivery date by a respective service of the plurality of services offered by a respective carrier of the plurality of carriers, wherein a respective service-specific, carrier-specific shipping rate is calculated for each respective service of the plurality of services offered by each respective carrier of the plurality of carriers that would support shipping the second particular parcel, and wherein the second cross-comparison is displayed to a respective display device that communicates with the respective user client computer device used by the second particular user.

22. (Withdrawn) The computer system of Claim 21, said computer system further programmed to:

detect a first clicking by an onscreen cursor over a portion of the online interactive graphic array corresponding to a first particular carrier; and respond to the first onscreen cursor clicking by expanding the display of the portion of the online interactive graphic array corresponding to the first particular carrier to display a plurality of services offered by the first particular carrier, each service offering delivery of said parcel at a particular delivery time on a particular delivery date.

23. (Withdrawn) The computer system of Claim 22, said computer system further programmed to:

display a shipping rate at each intersection of each particular delivery date and each particular service for which delivery of said parcel on the particular delivery date is supported by the particular service offered by the first particular carrier.

24. (Withdrawn) The computer system of Claim 23, said computer system further programmed to:

detect a second clicking by an onscreen cursor over the portion of the online interactive graphic array corresponding to a second particular carrier; and respond to the second onscreen cursor clicking by collapsing the display of the portion of the online interactive graphic array corresponding to the first particular carrier and by expanding the display of the portion of the online interactive graphic array

corresponding to the second particular carrier to display a plurality of services offered by the second particular carrier.

25. (Withdrawn) The computer system of Claim 24, said computer system further programmed to:

display a shipping rate at each intersection of each particular delivery date and each particular service for which delivery of said parcel on the particular delivery date is supported by the service offered by the second particular carrier, each service offering delivery of said parcel at a particular delivery time on a particular delivery date.

26. (Previously Presented) A shipping management computer system, said shipping management computer system comprising at least one computer device, wherein said shipping management computer system is programmed to:

prompt a user, in response to a request by the user for a shipping rate and delivery time comparison for shipping a particular parcel, with an interactive prompt, said interactive prompt comprising a display of a plurality of cells, wherein each cell of said plurality of cells comprises an intersection of indications of a corresponding parcel delivery date and a corresponding parcel delivery time, and wherein at least one cell of said plurality of cells displays for user selection a calculated shipping rate, wherein said calculated shipping rate corresponds to a particular carrier delivering said particular parcel at or before the corresponding delivery time on the corresponding delivery date according to a particular service offered by the particular carrier.

27. (Previously Presented) A shipping management computer system, said shipping management computer system comprising at least one computer device, wherein said shipping management computer system is programmed to:

prompt a first particular user of a plurality of users with a first service and carrier selection user prompt to select one service of a plurality of services offered by one carrier of a plurality of carriers for shipping a particular parcel to be shipped by the first user, wherein each user of the plurality of users accesses the shipping management computer system over a global communications network using a respective user client computer device, wherein each respective user client computer device is adapted for communications with the global communications network, wherein said first service and carrier selection prompt comprises a display of a simultaneous online interactive graphic cross-comparison of a plurality of respective service-specific, carrier-specific shipping rates, wherein each respective service-specific, carrier-specific shipping rate corresponds to a particular respective service offered by a particular respective carrier for delivering the particular parcel to a particular delivery destination at or before a particular parcel delivery time on a particular parcel delivery date, and wherein each respective service-specific, carrier-specific shipping rate is displayed in association with a display of a corresponding delivery date and a corresponding delivery time.

28. (Previously Presented) A shipping management computer system, said shipping management computer system comprising at least one computer device, wherein said shipping management computer system is programmed to:

collect user input, from one particular user of a plurality of users, of a selection by the particular user of a shipping rate, wherein said shipping rate corresponds to one service of a plurality of services offered by one carrier of a plurality of carriers for shipping a particular parcel, wherein each user of the plurality of users accesses the shipping management computer system over a global communications network using a respective user client computer device, wherein each respective user client computer device is adapted for communications with the global communications network, wherein said user input comprises an indication of a particular service-specific, carrier-specific shipping rate selected from a display of a simultaneous online interactive graphic cross-comparison of a plurality of respective service-specific, carrier-specific shipping rates, wherein each respective service-specific, carrier-specific shipping rate corresponds to a particular respective service offered by a particular respective carrier for delivering the particular parcel to a particular delivery destination by a particular parcel delivery time on a particular parcel delivery date, and wherein each respective service-specific, carrier-specific shipping rate is displayed in association with a display of a corresponding delivery date and a corresponding delivery time.

29. (Previously Presented) A computer system programmed for managing parcel shipping, said computer system comprising at least one computer device, wherein said computer system is programmed to:

detect a clicking, by one particular user of a plurality of users, of a cell of an online interactive display as a selection by the particular user of a particular service of a plurality of services offered by a particular carrier of a plurality of carriers for shipping a

particular parcel, wherein said online interactive display comprises a plurality of cells, and wherein the cell selected displays a shipping rate, wherein said displayed shipping rate corresponds to the particular service offered by the particular carrier, wherein each respective user of the plurality of users accesses the computer system over a global communications network using a respective user client computer device, and wherein each respective user client computer device is adapted for communications with the global communications network.

30. (Previously Presented) A computer system programmed for managing parcel shipping, said computer system comprising at least one computer device, wherein said computer system is programmed to:

detect a placement of a cursor, by one particular user of a plurality of users, over a cell of an online interactive display as a selection by the particular user of a particular service of a plurality of services offered by a particular carrier of a plurality of carriers for shipping a particular parcel, wherein said online interactive display comprises a plurality of cells, and wherein the cell selected displays a shipping rate, wherein said displayed shipping rate corresponds to the particular service offered by the particular carrier, wherein each respective user of the plurality of users accesses the computer system over a global communications network using a respective user client computer device, and wherein each respective user client computer device is adapted for communications with the global communications network.

31. (Previously Presented) A computer system programmed for managing parcel shipping, said computer system comprising at least one computer device, wherein said computer system is programmed to:

respond to a clicking, by one particular user of a plurality of users, of a cell of an online interactive display, by displaying an onscreen display of a shipping label for shipping a particular parcel with a particular carrier and a particular service, wherein said cell contains a shipping rate, wherein said shipping rate corresponds to a rate for the particular service and the particular carrier to deliver the particular parcel, wherein each respective user of the plurality of users accesses the computer system over a global communications network using a respective user client computer device, and wherein each respective user client computer device is adapted for communications with the global communications network.

32. (Previously Presented) A method using a computer system for managing shipping of a plurality of parcels, wherein said computer system comprises at least one computer device, the method comprising:

displaying to a respective user of a plurality of users, upon the respective user's request, as to a respective particular parcel to be shipped by the respective user, a respective simultaneous online interactive graphic cross-comparison of a plurality of respective service-specific, carrier-specific shipping rates, wherein the respective service-specific, carrier-specific shipping rates are calculated and displayed for each respective service of a plurality of services offered by each respective carrier of a plurality of carriers to ship the respective particular parcel, wherein each respective

service-specific, carrier-specific shipping rate is displayed adjacent a display indicating a respective time and date before which a particular respective carrier would deliver the respective particular parcel to a respective particular delivery destination via a particular respective delivery service, wherein each respective user of the plurality of users accesses the computer system using a respective user client computer device, and wherein the respective simultaneous online interactive graphic cross-comparison is displayed to a respective display device that communicates with the respective user client computer device used by the respective user.

33. (Previously Presented) The method of Claim 32, said method further comprising:
displaying each respective simultaneous online interactive graphic cross-comparison as an array comprising a plurality of cells.
34. (Previously Presented) The method of Claim 33, said method further comprising:
displaying each respective cell of said plurality of cells for a respective simultaneous online interactive graphic cross-comparison at an intersection of indications that corresponds to a respective particular parcel delivery date of a plurality of delivery dates and a respective particular parcel delivery time of a plurality of delivery times, wherein a respective cell corresponds to the respective particular parcel delivery date and the respective particular parcel delivery time.
35. (Previously Presented) The method of Claim 32, said method further comprising:

displaying each service-specific, carrier-specific shipping rate in a respective cell that corresponds to a respective time and date before which a particular respective carrier would deliver the respective particular parcel to the respective particular delivery destination via a particular respective delivery service.

36. (Previously Presented) The method of Claim 35, said method further comprising:
subdividing each respective cell for which more than one service or more than one carrier would support delivery of the respective particular parcel at the respective particular parcel delivery time on the respective particular parcel delivery date corresponding to said respective cell, into a plurality of sub-cell divisions, wherein each sub-cell division of said plurality of sub-cell divisions correspond to a particular respective service offered by a particular respective carrier that would support delivery of the respective particular parcel at the respective particular parcel delivery time on the respective particular parcel delivery date that corresponds to the respective cell.
37. (Previously Presented) The method of Claim 36, said method further comprising:
colorizing the display of each sub-cell division containing a display of a service-specific, carrier-specific shipping rate for shipping the respective particular parcel, each sub-cell division having a color that corresponds to the respective carrier, each respective carrier having a different corresponding color.
38. (Previously Presented) The method of Claim 37, said method further comprising:

displaying each respective sub-cell division as further containing a respective onscreen interactive selection button.

39. (Previously Presented) The method of Claim 38, said method further comprising:
detecting a placement by an onscreen cursor over a particular respective onscreen interactive selection button of a particular respective sub-cell division; and
responding to the onscreen cursor placement by displaying an onscreen window in an area in close proximity to the particular respective sub-cell division, said onscreen window containing a name of the respective carrier and a description of the respective service corresponding to the particular respective sub-cell division.

40. (Previously Presented) The method of Claim 38, said method further comprising:
detecting a clicking by an onscreen cursor over the particular respective onscreen interactive selection button of a particular respective sub-cell division; and
responding to the onscreen cursor clicking the particular respective onscreen interactive selection button by displaying an onscreen display of a shipping label for shipping the respective particular parcel with the respective carrier and the respective service corresponding to the particular respective sub-cell division.

41. (Previously Presented) The method of Claim 38, said method further comprising:
detecting a clicking by an onscreen cursor over the particular respective onscreen interactive selection button of a particular respective sub-cell division; and

responding to the onscreen cursor clicking the particular respective onscreen interactive selection button by displaying an onscreen display of a shipping document for shipping the respective particular parcel with the respective carrier and the respective service corresponding to the particular respective sub-cell division.

42. (Previously Presented) The method of Claim 38, said method further comprising to:

detecting a placement by an onscreen cursor over an onscreen display of a particular respective cell; and

responding to the onscreen cursor placement by displaying an onscreen window in an area in close proximity to the particular respective cell, said window containing a name of the respective carrier and a description of the respective service corresponding to the particular respective cell.

43. (Previously Presented) The method of Claim 38, said method further comprising:
detecting a clicking by an onscreen cursor over a display of a particular respective cell; and

responding to the onscreen cursor clicking by displaying an onscreen display of a shipping label for shipping the respective particular parcel with the respective carrier and the respective service corresponding to the particular respective cell.

44. (Previously Presented) A method using a computer system for managing shipping of a plurality of parcels, wherein said computer system comprises at least one

computer device, the method comprising:

simultaneously displaying to a first particular user of a plurality of users, a first cross-comparison of a first plurality of service-specific, carrier-specific shipping rates for shipping a first particular parcel, wherein each service-specific, carrier-specific shipping rate of the first plurality of service-specific, carrier-specific shipping rates is displayed in correspondence with a display of a proposed delivery of the first particular parcel by a first respective particular delivery time on a first respective particular delivery date by a respective service of a plurality of services offered by a respective carrier of a plurality of carriers, wherein a respective service-specific, carrier-specific shipping rate is calculated and displayed for each respective service of a plurality of services offered by each respective carrier of a plurality of carriers that would support shipping the first particular parcel, wherein each user of the plurality of users accesses the computer system over a global communications network using a respective user client computer device, wherein each respective user client computer device is adapted for communication with the global communications network, and wherein the first cross-comparison is displayed to a respective display device that communicates with the respective user client computer device used by the first particular user.

45. (Previously Presented) The method of Claim 44, wherein each respective service-specific, carrier-specific shipping rate of said first plurality of service-specific, carrier-specific shipping rates corresponds to a calculation according to a respective set of service-specific rules for shipping said first particular parcel, wherein said respective set of service-specific rules corresponds to a respective service of the plurality of

services offered by a respective carrier of the plurality of carriers that would support delivery of said first particular parcel according to a first set of user input parcel specifications and a first set of user input parcel shipping specifications.

46. (Previously Presented) The method of Claim 45, said method further comprising:
displaying said first plurality of service-specific, carrier-specific shipping rates as a first online interactive graphic array, said first interactive graphic array having a first axis and a second axis.

47. (Previously Presented) The method of Claim 46, said method further comprising:
displaying along the first axis of the first online interactive graphic array a plurality of displayed delivery dates that follow a current date.

48. (Previously Presented) The method of Claim 47, said method further comprising:
graphically dedicating to each displayed delivery date of the plurality of displayed delivery dates, a delivery date-related portion of the first online interactive graphic array, wherein each delivery date-related portion is perpendicular to the first axis, and wherein each delivery date-related portion is aligned with one respective displayed delivery date of the plurality of displayed delivery dates.

49. (Previously Presented) The method of Claim 47, said method further comprising:
displaying along the second axis of the first online interactive graphic array a plurality of displayed delivery times; and

graphically dedicating to each displayed delivery time of the plurality of displayed delivery times a delivery time-related portion of the first online interactive graphic array, wherein each delivery time-related portion is perpendicular to the second axis, and wherein each delivery time-related portion is aligned with one respective displayed delivery time of the plurality of displayed delivery times.

50. (Previously Presented) The method of Claim 49, said method further comprising:
displaying each respective service-specific, carrier-specific shipping rate -at a respective intersection of a respective delivery date-related portion and a respective delivery time-related portion, wherein the respective delivery time-related portion corresponds to the delivery of the first particular parcel at the respective particular delivery time by the respective service offered by the respective carrier for which the respective service-specific, carrier-specific shipping rate was calculated, and wherein the respective delivery date-related portion corresponds to the delivery of the first particular parcel on the respective particular delivery date by the respective service offered by the respective carrier for which the respective service-specific, carrier-specific shipping rate was calculated.

51. (Previously Presented) The method of Claim 50, said method further comprising:
colorizing each of said respective intersections containing a service-specific, carrier-specific shipping rate with a respective color corresponding to the respective carrier that offers the respective service.

52. (Previously Presented) The method of Claim 44, said method further comprising:

simultaneously displaying to a second particular user of the plurality of users a second cross-comparison of a second plurality of service-specific, carrier-specific shipping rates for shipping a second particular parcel, wherein each service-specific, carrier-specific shipping rate of the second plurality of service-specific, carrier-specific shipping rates is displayed in correspondence with a display of a proposed delivery of the second particular parcel by a second respective particular delivery time on a second respective particular delivery date by a respective service of the plurality of services offered by a respective carrier of the plurality of carriers, wherein a respective service-specific, carrier-specific shipping rate is calculated for each respective service of the plurality of services offered by each respective carrier of the plurality of carriers that would support shipping the second particular parcel, and wherein the second cross-comparison is displayed to a respective display device that communicates with the respective user client computer device used by the second particular user.

53. (Withdrawn) The method of Claim 52, said method further comprising:

detecting a first clicking by an onscreen cursor over a portion of the online interactive graphic array corresponding to a first particular carrier; and
responding to the first onscreen cursor clicking by expanding the display of the portion of the online interactive graphic array corresponding to the first particular carrier to display a plurality of services offered by the first particular carrier, each service offering delivery of said parcel at a particular delivery time on a particular delivery date.

54. (Withdrawn) The method of Claim 53, said method further comprising:

displaying a shipping rate at each intersection of each particular delivery date and each particular service for which delivery of said parcel on the particular delivery date is supported by the particular service offered by the first particular carrier.

55. (Withdrawn) The method of Claim 54, said method further comprising:

detecting a second clicking by an onscreen cursor over the portion of the online interactive graphic array corresponding to a second particular carrier; and

responding to the second onscreen cursor clicking by collapsing the display of the portion of the online interactive graphic array corresponding to the first particular carrier and by expanding the display of the portion of the online interactive graphic array corresponding to the second particular carrier to display a plurality of services offered by the second particular carrier.

56. (Withdrawn) The method of Claim 55, said method further comprising:

displaying a shipping rate at each intersection of each particular delivery date and each particular service for which delivery of said parcel on the particular delivery date is supported by the service offered by the second particular carrier, each service offering delivery of said parcel at a particular delivery time on a particular delivery date.

57. (Previously Presented) A method using a computer system for managing shipping of a plurality of parcels, wherein said computer system comprises at least one computer device, the method comprising:

prompting a user, in response to a request by the user for a shipping rate and delivery time comparison for shipping a particular parcel, with an interactive prompt, said interactive prompt comprising a display of a plurality of cells, wherein each cell of said plurality of cells comprises an intersection of indications of a corresponding parcel delivery date and a corresponding parcel delivery time, and wherein at least one cell of said plurality of cells displays for user selection a calculated shipping rate, wherein said calculated shipping rate corresponds to a particular carrier delivering said particular parcel at or before the corresponding delivery time on the corresponding delivery date according to a particular service offered by the particular carrier.

58. (Previously Presented) A method using a computer system for managing shipping of a plurality of parcels, wherein said computer system comprises at least one computer device, the method comprising:

prompting a first particular user of a plurality of users with a first service and carrier selection user prompt to select one service of a plurality of services offered by one carrier of a plurality of carriers for shipping a particular parcel to be shipped by the first user, wherein each user of the plurality of users accesses the computer system over a global communications network using a respective user client computer device, wherein each respective user client computer device is adapted for communications with the global communications network, wherein said first service and carrier selection prompt comprises a display of a simultaneous online interactive graphic cross-comparison of a plurality of respective service-specific, carrier-specific shipping rates, wherein each respective service-specific, carrier-specific shipping rate corresponds to a

particular respective service offered by a particular respective carrier for delivering the particular parcel to a particular delivery destination at or before a particular parcel delivery time on a particular parcel delivery date, and wherein each respective service-specific, carrier-specific shipping rate is displayed in association with a display of a corresponding delivery date and a corresponding delivery time.

59. (Previously Presented) A method using a computer system for managing shipping of a plurality of parcels, wherein said computer system comprises at least one computer device, the method comprising:

collecting user input, from one particular user of a plurality of users, of a selection by the particular user of a shipping rate, wherein said shipping rate corresponds to one service of a plurality of services offered by one carrier of a plurality of carriers for shipping a particular parcel, wherein each user of the plurality of users accesses the computer system over a global communications network using a respective user client computer device, wherein each respective user client computer device is adapted for communications with the global communications network, wherein said user input comprises an indication of a particular service-specific, carrier-specific shipping rate selected from a display of a simultaneous online interactive graphic cross-comparison of a plurality of respective service-specific, carrier-specific shipping rates, wherein each respective service-specific, carrier-specific shipping rate corresponds to a particular respective service offered by a particular respective carrier for delivering the particular parcel to a particular delivery destination by a particular parcel delivery time on a particular parcel delivery date, and wherein each respective service-specific,

carrier-specific shipping rate is displayed in association with a display of a corresponding delivery date and a corresponding delivery time.

60. (Previously Presented) A method using a computer system for managing shipping of a plurality of parcels, wherein said computer system comprises at least one computer device, the method comprising:

detecting a clicking, by one particular user of a plurality of users, of a cell of an online interactive display as a selection by the particular user of a particular service of a plurality of services offered by a particular carrier of a plurality of carriers for shipping a particular parcel, wherein said online interactive display comprises a plurality of cells, and wherein the cell selected displays a shipping rate, wherein said displayed shipping rate corresponds to the particular service offered by the particular carrier, wherein each respective user of the plurality of users accesses the computer system over a global communications network using a respective user client computer device, and wherein each respective user client computer device is adapted for communications with the global communications network.

61. (Previously Presented) A method using a computer system for managing shipping of a plurality of parcels, wherein said computer system comprises at least one computer device, the method comprising:

detecting a placement of a cursor, by one particular user of a plurality of users, over a cell of an online interactive display as a selection by the particular user of a particular service of a plurality of services offered by a particular carrier of a plurality of

carriers for shipping a particular parcel, wherein said online interactive display comprises a plurality of cells, and wherein the cell selected displays a shipping rate, wherein said displayed shipping rate corresponds to the particular service offered by the particular carrier, wherein each respective user of the plurality of users accesses the computer system over a global communications network using a respective user client computer device, and wherein each respective user client computer device is adapted for communications with the global communications network.

62. (Previously Presented) A method using a computer system for managing shipping of a plurality of parcels, wherein said computer system comprises at least one computer device, the method comprising:

responding to a clicking, by one particular user of a plurality of users, of a cell of an online interactive display, by displaying an onscreen display of a shipping label for shipping a particular parcel with a particular carrier and a particular service, wherein said cell contains a shipping rate, wherein said shipping rate corresponds to a rate for the particular service and the particular carrier to deliver the particular parcel, wherein each respective user of the plurality of users accesses the computer system over a global communications network using a respective user client computer device, and wherein each respective user client computer device is adapted for communications with the global communications network.

63. (Previously Presented) A computer program product embodying computer program instructions for execution by a computer system for managing shipping of a

plurality of parcels, the computer program product comprising:

a set of program instructions for displaying to a respective user of a plurality of users, upon the respective user's request, as to a respective particular parcel to be shipped by the respective user, a respective simultaneous online interactive graphic cross-comparison of a plurality of respective service-specific, carrier-specific shipping rates, wherein the respective service-specific, carrier-specific shipping rates are calculated and displayed for each respective service of a plurality of services offered by each respective carrier of a plurality of carriers to ship the respective particular parcel, wherein each respective service-specific, carrier-specific shipping rate is displayed in correspondence with a display of a respective particular parcel delivery time on a respective particular parcel delivery date by which a particular respective service offered by a particular respective carrier would deliver the respective particular parcel to a respective particular delivery destination at the respective particular parcel delivery time on the respective particular parcel delivery date, wherein each respective user of the plurality of users accesses the computer system using a respective user client computer device, and wherein the respective simultaneous online interactive graphic cross-comparison is displayed to a respective display device that communicates with the respective user client computer device used by the respective user.

64. (Previously Presented) A computer program product embodying computer program instructions for execution by a computer system for managing shipping of a plurality of parcels, the computer program product comprising:

a set of program instructions for simultaneously displaying to a first particular user of a plurality of users a first cross-comparison of a first plurality of service-specific, carrier-specific shipping rates for shipping a first particular parcel, wherein each service-specific, carrier-specific shipping rate of the first plurality of service-specific, carrier-specific shipping rates is displayed in correspondence with a display of a proposed delivery of the first particular parcel by a first respective particular delivery time on a first respective particular delivery date by a respective service of a plurality of services offered by a respective carrier of a plurality of carriers, wherein a respective service-specific, carrier-specific shipping rate is calculated and displayed for each respective service of a plurality of services offered by each respective carrier of a plurality of carriers that would support shipping the first particular parcel, wherein each user of the plurality of users accesses the computer system over a global communications network using a respective user client computer device, wherein each respective user client computer device is adapted for communication with the global communications network, and wherein the first cross-comparison is displayed to a respective display device that communicates with the respective user client computer device used by the first particular user.

65. (Previously Presented) A computer program product embodying computer program instructions for execution by a computer system for managing shipping of a plurality of parcels, the computer program product comprising:

a set of program instructions for prompting a user, in response to a request by the user for a shipping rate and delivery time comparison for shipping a particular

parcel, with an interactive prompt, said interactive prompt comprising a display of a plurality of cells, wherein each cell of said plurality of cells comprises an intersection of indications of a corresponding parcel delivery date and a corresponding parcel delivery time, and wherein at least one cell of said plurality of cells displays for user selection a calculated shipping rate, wherein said calculated shipping rate corresponds to a particular carrier delivering said particular parcel at or before the corresponding delivery time on the corresponding delivery date according to a particular service offered by the particular carrier.

66. (Previously Presented) A computer program product embodying computer program instructions for execution by a computer system for managing shipping of a plurality of parcels, the computer program product comprising:

a set of program instructions for prompting a first particular user of a plurality of users with a first service and carrier selection user prompt to select one service of a plurality of services offered by one carrier of a plurality of carriers for shipping a particular parcel to be shipped by the first user, wherein each user of the plurality of users accesses the computer system over a global communications network using a respective user client computer device, wherein each respective user client computer device is adapted for communications with the global communications network, wherein said first service and carrier selection prompt comprises a display of a simultaneous online interactive graphic cross-comparison of a plurality of respective service-specific, carrier-specific shipping rates, wherein each respective service-specific, carrier-specific shipping rate corresponds to a particular respective service offered by a particular

respective carrier for delivering the particular parcel to a particular delivery destination at or before a particular parcel delivery time on a particular parcel delivery date, and wherein each respective service-specific, carrier-specific shipping rate is displayed in association with a display of a corresponding delivery date and a corresponding delivery time.

67. (Previously Presented) A computer program product embodying computer program instructions for execution by a computer system for managing shipping of a plurality of parcels, the computer program product comprising:

a set of program instructions for collecting user input, from one particular user of a plurality of users, of a selection by the particular user of a shipping rate, wherein said shipping rate corresponds to one service of a plurality of services offered by one carrier of a plurality of carriers for shipping a particular parcel, wherein each user of the plurality of users accesses the computer system over a global communications network using a respective user client computer device, wherein each respective user client computer device is adapted for communications with the global communications network, wherein said user input comprises an indication of a particular service-specific, carrier-specific shipping rate selected from a display of a simultaneous online interactive graphic cross-comparison of a plurality of respective service-specific, carrier-specific shipping rates, wherein each respective service-specific, carrier-specific shipping rate corresponds to a particular respective service offered by a particular respective carrier for delivering the particular parcel to a particular delivery destination by a particular parcel delivery time on a particular parcel delivery date, and wherein each respective

service-specific, carrier-specific shipping rate is displayed in association with a display of a corresponding delivery date and a corresponding delivery time.

68. (Previously Presented) A computer program product embodying computer program instructions for execution by a computer system for managing shipping of a plurality of parcels, the computer program product comprising:

a set of program instructions for detecting a clicking, by one particular user of a plurality of users, of a cell of an online interactive display as a selection by the particular user of a particular service of a plurality of services offered by a particular carrier of a plurality of carriers for shipping a particular parcel, wherein said online interactive display comprises a plurality of cells, and wherein the cell selected displays a shipping rate, wherein said displayed shipping rate corresponds to the particular service offered by the particular carrier, wherein each respective user of the plurality of users accesses the computer system over a global communications network using a respective user client computer device, and wherein each respective user client computer device is adapted for communications with the global communications network.

69. (Previously Presented) A computer program product embodying computer program instructions for execution by a computer system for managing shipping of a plurality of parcels, the computer program product comprising:

a set of program instructions for detecting a placement of a cursor, by one particular user of a plurality of users, over a cell of an online interactive display as a selection by the particular user of a particular service of a plurality of services offered by

a particular carrier of a plurality of carriers for shipping a particular parcel, wherein said online interactive display comprises a plurality of cells, and wherein the cell selected displays a shipping rate, wherein said displayed shipping rate corresponds to the particular service offered by the particular carrier, wherein each respective user of the plurality of users accesses the computer system over a global communications network using a respective user client computer device, and wherein each respective user client computer device is adapted for communications with the global communications network.

70. (Previously Presented) A computer program product embodying computer program instructions for execution by a computer system for managing shipping of a plurality of parcels, the computer program product comprising:

a set of program instructions for responding to a clicking, by one particular user of a plurality of users, of a cell of an online interactive display, by displaying an onscreen display of a shipping label for shipping a particular parcel with a particular carrier and a particular service, wherein said cell contains a shipping rate, wherein said shipping rate corresponds to a rate for the particular service and the particular carrier to deliver the particular parcel, wherein each respective user of the plurality of users accesses the computer system over a global communications network using a respective user client computer device, and wherein each respective user client computer device is adapted for communications with the global communications network.

71. (Withdrawn) An online interactive shipping management computer system, said computer system programmed to:

instruct a particular remote user client computer from a plurality of remote computer devices to regenerate a display of shipping information based on modified input by a particular user to the particular remote user client computer device, wherein the computer system communicates with each remote user client computer device over a global communications network.

72. (Withdrawn) A method using a computer system for managing shipping of a plurality of parcels shipped by any one of a plurality of carriers, the method comprising:

instructing a particular remote user client computer from a plurality of remote computer devices to regenerate a display of shipping information based on modified input by a particular user to the particular remote user client computer device, wherein the computer system communicates with each remote user client computer device over a global communications network.

73. (Withdrawn) A computer program product embodying computer program instructions for execution by a computer system for managing shipping of a plurality of parcels shipped by any one of a plurality of carriers, the computer program product comprising:

a set of program instructions for instructing a particular remote user client computer from a plurality of remote computer devices to regenerate a display of shipping information based on modified input by a particular user to the particular

remote user client computer device, wherein the computer system communicates with each remote user client computer device over a global communications network.

74. (Withdrawn) A method using a computer system for regenerating a shipping information display at a client computer device connected to the computer system over a global communications network, the method comprising:

distributing to the client computer device an executable set of executed computer instructions for generating an interactive user interface shipping information display, a set of data input by a particular user from the client computer device, a set of at least one data collection field and an instruction to execute the executable set of instructions in response to a user modification of the set of data with input to at least one of the data collection fields.

75. (Withdrawn) A computer program product embodying computer program instructions for execution by a computer system for regenerating an online shipping information display at a client computer device, the computer program product comprising:

a set of program instructions for distributing to a remote user client computer device an executable set of executed computer instructions for generating an interactive user interface shipping information display, a set of data input by a particular user from the client computer device, a set of at least one data collection field and an instruction to execute the executable set of instructions in response to a user modification of the set of data with input to at least one of the data collection fields, wherein the computer

system communicates with each remote user client computer device over a global communications network.

76. (Withdrawn) A method using a computer system for managing shipping of a plurality of parcels shipped by any one of a plurality of carriers, the method comprising: distributing to a client computer device connected to the computer system over a global communications network an executable set of executed computer instructions for generating an interactive user interface display, a set of parcel specifications and shipping specifications data input by a particular user from the client computer device, a set of at least one data collection field and an instruction to execute the executable set of instructions in response to a user modification of the set of data with input to at least one of the data collection fields.

77. (Withdrawn) A computer program product embodying computer program instructions for execution by a client computer device, the computer program product comprising:

a set of program instructions for regenerating a display of shipping rates and delivery schedules at any particular remote user client computer device of a plurality of remote user client computer devices, based on modified parcel specification or shipping specification input by a particular user at a particular remote user client computer device, wherein the set of program instructions instruct the client computer to communicate with a shipping management computer system over a global communications network to obtain rating information.

78. (Withdrawn) A computer program product embodying computer program instructions for execution by a computer system for managing shipping of a plurality of parcels shipped by any one of a plurality of carriers, the computer program product comprising:

a set of program instructions for distributing to a client computer device connected to the computer system over a global communications network an executable set of executed computer instructions for generating an interactive user interface display, a set of parcel specifications and shipping specifications data input by a particular user from the client computer device, a set of at least one data collection field and an instruction to execute the executable set of instructions in response to a user modification of the set of data with input to at least one of the data collection fields.

79. (Withdrawn) An online interactive shipping management computer system, said computer system programmed to:

distribute with an interactive user interface shipping information display to a remote client computer device an executable set of executed computer instructions for generating an interactive user interface shipping information display.

80. (Withdrawn) The online interactive shipping management computer system of Claim 79, said computer system further programmed to:

distribute with the interactive user interface shipping information display to a remote client computer device, a set of data input by a particular user from the client

computer device.

81. (Withdrawn) The online interactive shipping management computer system of Claim 80, said computer system further programmed to:

distribute with the interactive user interface shipping information display to a remote client computer device, a set of at least one data collection field and an instruction to execute the executable set of instructions in response to a user modification of the set of data with input to at least one of the data collection fields.

82. (Withdrawn) The online interactive shipping management computer system of Claim 81, wherein the set of data input by a particular user comprises a set of parcel specifications and shipping specifications data.

83. (Withdrawn) A method using a computer system for regenerating an online shipping information display at a client computer device, the method comprising:

distributing with an interactive user interface shipping information display to a remote client computer device an executable set of executed computer instructions for generating an interactive user interface shipping information display.

84. (Withdrawn) The method of Claim 82, said method further comprising:

distributing with the interactive user interface shipping information display to a remote client computer device, a set of data input by a particular user from the client computer device.

85. (Withdrawn) The method of Claim 84, said method further comprising:
distributing with the interactive user interface shipping information display to a
remote client computer device, a set of at least one data collection field and an
instruction to execute the executable set of instructions in response to a user
modification of the set of data with input to at least one of the data collection fields.

86. (Withdrawn) The method of Claim 85, wherein the set of data input by a
particular user comprises a set of parcel specifications and shipping specifications data.

87. (Withdrawn) A computer program product embodying computer program
instructions for execution by a computer system for managing shipping of a plurality of
parcels shipped by any one of a plurality of carriers, the computer program product
comprising:

a set of program instructions for distributing with an interactive user interface
shipping information display to a remote client computer device an executable set of
executed computer instructions for generating an interactive user interface shipping
information display.

88. (Withdrawn) The computer program product of Claim 87, said computer program
product further comprising:

a set of program instructions for distributing with the interactive user interface
shipping information display to a remote client computer device, a set of data input by a

particular user from the client computer device.

89. (Withdrawn) The computer program product of Claim 88, said computer program product further comprising:

a set of program instructions for distributing with the interactive user interface shipping information display to a remote client computer device, a set of at least one data collection field and an instruction to execute the executable set of instructions in response to a user modification of the set of data with input to at least one of the data collection fields.

90. (Withdrawn) The method of Claim 89, wherein the set of data input by a particular user comprises a set of parcel specifications and shipping specifications data.

RELATED PROCEEDINGS APPENDIX (37 C.F.R. §41.37(c)(1)(xi) heading)

1. A copy of the Notice of Panel Decision from Pre-Appeal Brief Review, dated April 18, 2006, indicating Application No. 09/684,861 remained on appeal, is attached hereto.

2. A copy of the Notice of Panel Decision from Pre-Appeal Brief Review, dated May 19, 2006, indicating the above-identified application remained on appeal, is attached hereto.



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| APPLICATION NO. | FILING DATE | FIRST NAMED INVENTOR | ATTORNEY DOCKET NO. | CONFIRMATION NO. |
|-----------------|-------------|----------------------|---------------------|------------------|
| 09/684,861 | 10/06/2000 | Paul Bilbin | PSTM0024/MRK | 2827 |
| 29524 | 7590 | 04/18/2006 | | |
| EXAMINER | | | | |
| VAN DOREN, BETH | | | | |
| ART UNIT | | PAPER NUMBER | | |
| | | 3623 | | |

DATE MAILED: 04/18/2006

Please find below and/or attached an Office communication concerning this application or proceeding.

- 193 -

| | | |
|---|---------------------------------------|--|
| Application Number:  | Application/Control No. 09/684,861 | Appl. Inventor(s)/Patent under Reexamination BILIBIN ET AL. |
| | Beth Van Doren | Art Unit 3623 |
| Document Code - AP.PRE.DEC | | |

Notice of Panel Decision from Pre-Appeal Brief Review



This is in response to the Pre-Appeal Brief Request for Review filed 3/20/06.

1. **Improper Request** – The Request is improper and a conference will not be held for the following reason(s):

- The Notice of Appeal has not been filed concurrent with the Pre-Appeal Brief Request.
- The request does not include reasons why a review is appropriate.
- A proposed amendment is included with the Pre-Appeal Brief request.
- Other: _____

The time period for filing a response continues to run from the receipt date of the Notice of Appeal or from the mail date of the last Office communication, if no Notice of Appeal has been received.

2. **Proceed to Board of Patent Appeals and Interferences** – A Pre-Appeal Brief conference has been held. The application remains under appeal because there is at least one actual issue for appeal. Applicant is required to submit an appeal brief in accordance with 37 CFR 41.37. The time period for filing an appeal brief will be reset to be one month from mailing this decision, or the balance of the two-month time period running from the receipt of the notice of appeal, whichever is greater. Further, the time period for filing of the appeal brief is extendible under 37 CFR 1.136 based upon the mail date of this decision or the receipt date of the notice of appeal, as applicable.

- The panel has determined the status of the claim(s) is as follows:

Claim(s) allowed: _____

Claim(s) objected to: _____

Claim(s) rejected: 1-13 & 15-17 & 19-23

Claim(s) withdrawn from consideration: _____

3. **Allowable application** – A conference has been held. The rejection is withdrawn and a Notice of Allowance will be mailed. Prosecution on the merits remains closed. No further action is required by applicant at this time.

4. **Reopen Prosecution** – A conference has been held. The rejection is withdrawn and a new Office action will be mailed. No further action is required by applicant at this time.

All participants:

(1) Beth Van Doren *bvd*

(2) Susanna Diaz *SJD*

(3) Tariq Hafiz *TH*

(4) _____



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| APPLICATION NO. | FILING DATE | FIRST NAMED INVENTOR | ATTORNEY DOCKET NO. | CONFIRMATION NO. |
|--|-------------|-----------------------|---------------------|------------------|
| 09/680,654 | 10/06/2000 | David Allison Bennett | PSTM0015/MRK | 9943 |
| 29524 | 7590 | 05/19/2006 | EXAMINER | |
| KHORSANDI PATENT LAW GROUP, A.L.C. 140 S. LAKE., SUITE 312 PASADENA, CA 91101-4710 | | | WEBB, JAMISUE A | |
| | | | ART UNIT | PAPER NUMBER |
| | | | 3629 | |

DATE MAILED: 05/19/2006

Please find below and/or attached an Office communication concerning this application or proceeding.

| | | |
|-----------------------------------|-------------------------|---|
| Application Num | Application/Control No. | Ap Re. ant(s)/Patent under Examination |
| | 09/680,654 | BENNETT ET AL. |
| | John G. Weiss | Art Unit 3629 |
| Document Code - AP.PRE.DEC | | |

Notice of Panel Decision from Pre-Appeal Brief Review



This is in response to the Pre-Appeal Brief Request for Review filed 5/2/06.

1. **Improper Request** – The Request is improper and a conference will not be held for the following reason(s):

- The Notice of Appeal has not been filed concurrent with the Pre-Appeal Brief Request.
- The request does not include reasons why a review is appropriate.
- A proposed amendment is included with the Pre-Appeal Brief request.
- Other:

The time period for filing a response continues to run from the receipt date of the Notice of Appeal or from the mail date of the last Office communication, if no Notice of Appeal has been received.

2. **Proceed to Board of Patent Appeals and Interferences** – A Pre-Appeal Brief conference has been held. The application remains under appeal because there is at least one actual issue for appeal. Applicant is required to submit an appeal brief in accordance with 37 CFR 41.37. The time period for filing an appeal brief will be reset to be one month from mailing this decision, or the balance of the two-month time period running from the receipt of the notice of appeal, whichever is greater. Further, the time period for filing of the appeal brief is extendible under 37 CFR 1.136 based upon the mail date of this decision or the receipt date of the notice of appeal, as applicable.

- The panel has determined the status of the claim(s) is as follows:

Claim(s) allowed: _____

Claim(s) objected to: _____

Claim(s) rejected: 1-21, 26-52 and 57-70

Claim(s) withdrawn from consideration: _____

3. **Allowable application** – A conference has been held. The rejection is withdrawn and a Notice of Allowance will be mailed. Prosecution on the merits remains closed. No further action is required by applicant at this time.

4. **Reopen Prosecution** – A conference has been held. The rejection is withdrawn and a new Office action will be mailed. No further action is required by applicant at this time.

All participants:

(1) John G. Weiss

(3) Jami Webb

(2) Dean Nguyen

(4) _____

EVIDENCE APPENDIX (37 C.F.R. §41.37(c)(1)(ix) heading)

A copy of Kara (U.S. Patent No. 6,233,568; "Kara") is attached hereto. Kara was first relied on as a basis for rejection of claims of the present application in the Office Action, dated March 31, 2004.

A copy of UPS® Service Guide (www.ups.com; "UPS") is attached hereto. UPS was first relied on as a basis for rejection of claims of the present application in the Office Action, dated March 31, 2004.

A copy of FedEx® Services (www.fedex.com; "FedEx") is attached hereto. FedEx was first relied on as a basis for rejection of claims of the present application in the Office Action, dated March 31, 2004.

A copy of Barnett et al. (U.S. Patent No. 6,369,840; "Barnett") is attached hereto. Barnett was first relied on as a basis for rejection of claims of the present application in the Office Action, dated March 31, 2004.

(1)

[Holiday Schedule](#)
[Holiday Tips](#)
[Holiday Pressroom](#)

Service Guide



International: Shipping Options

- [UPS SonicAir® Service](#)
- [UPS Next Day Air Early A.M.™](#)
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- [UPS Ground Service](#)

- [Domestic Optional Services](#)
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- [UPS SonicAir® Service](#)
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Import Information

- [Package Preparation](#)
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Terms and Conditions of Service for Air, [Ground](#), [3 Day Select](#) and [International](#) services.

A [quick chart](#) of both International and Domestic Optional Services.



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The screenshot shows the UPS website's header with the UPS logo, Worldwide Olympic Partner logo, and links for Service Guide, Download, Customer Services, About UPS, and Log In. Below the header is a menu bar with icons for TRACKING, QUICK COST, TRANSIT TIMES, PICKUP, DROP-OFF, and SUPPLIES. The main menu under 'Domestic Services' includes links for UPS SonicAir Service, UPS Next Day Air Early A.M., UPS Next Day Air, UPS Next Day Air Saver, UPS 2nd Day Air A.M., UPS 2nd Day Air, UPS 3 Day Select, UPS Ground Service, Domestic Optional Services, Domestic Documentation, and Domestic Billing Options.

UPS Next Day Air Early A.M.[®]

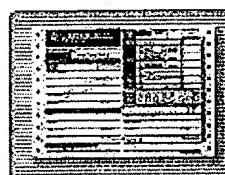
UPS offers early morning delivery to more destinations than anyone else.



When your shipments demand first-thing-in-the-morning delivery, choose UPS Next Day Air Early A.M.SM You get guaranteed delivery by 8:00 a.m. to major U.S. cities and by 8:30 a.m. to most other U.S. cities (9:00 a.m. or 9:30 a.m. on Saturday).

Use the Quick Cost Calculator to determine shipping rates, availability and delivery times for UPS Next Day Air Early A.M.

UPS offers priority handling every step of the way and we will automatically call the shipper if there is a break in service for any reason.



Ready to ship? Simply complete a UPS Next Day Air Early A.M. Air Shipping Document or select this service through your UPS OnLine[®] Shipping System (Shipments to Puerto Rico will require additional export documentation).

The following options may be selected in conjunction with UPS Next Day Air Early A.M. delivery service:

Saturday Delivery
Saturday Pickup
C.O.D.
Call Tag

Delivery Confirmation
Ship Notification
Hazardous Materials
Declared Value

For customer service call 1-800-PICK-UPS (1-800-742-5877).

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The screenshot shows the UPS website's header. It features the UPS logo, the Olympic rings, and the text "WORLDWIDE OLYMPIC PARTNER". Below the header are several menu items: "Service Guide", "Download", "Customer Services", "About UPS", "TRACKING", "QUICK COST", "TRANSIT TIMES", "PICKUP", "DROP-OFF", and "SUPPLIES". A large "Domestic Services" link is also present.

UPS Next Day Air®

Put it in their hands tomorrow.



UPS Next Day Air features fast, reliable delivery to every address in all 50 states and Puerto Rico. We guarantee delivery by 10:30 a.m., noon, or end-of-day the next business day depending on destination (noon or 1:30 p.m. on Saturdays).

Use the Quick Cost Calculator to determine shipping rates, availability and delivery times for UPS Next Day Air.

Next-day service coupled with up-to-the-minute tracking information makes UPS the right choice for all your overnight shipments.



Ready to ship? Simply complete a UPS Next Day Air Air Shipping Document or select this service through your UPS OnLine® shipping system. (Shipments to Puerto Rico will require additional export documentation.)

The following options may be selected in conjunction with UPS Next Day Air delivery service:

Saturday Delivery
Saturday Pickup
Hold for Pickup
C.O.D.

Delivery Confirmation
Ship Notification
Hazardous Materials
Declared Value

UPS Hundredweight pricing is available.

For customer service call 1-800-PICK-UPS (1-800-742-5877).

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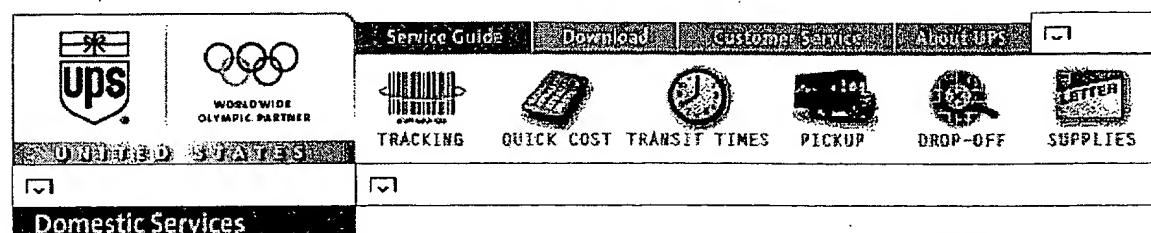
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UPS 2nd Day Air A.M.TM



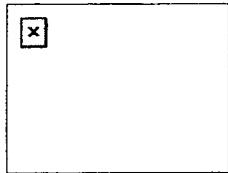
Morning flexibility for second business-day deliveries - a UPS exclusive.



UPS is the first to bring you guaranteed second-day morning service. When you have commercial shipments that must arrive before noon the second business day, UPS 2nd Day Air A.M.TM is the right choice. Available to most metropolitan addresses throughout the 48 contiguous states.



1. Select Service, Domestic or International
2. Prepare Package and fill out Domestic or International Documentation
3. Drop-off or Schedule Pickup



Ready to ship? Simply complete a UPS 2nd Day Air A.M. Air Shipping Document or select this service through your UPS OnLine® Shipping System (Shipments to Puerto Rico will require additional export documentation).

The following options may be selected in conjunction with UPS 2nd Day Air A.M. delivery service:

Saturday Pickup
Hold for Pickup
Call Tag
C.O.D.

Delivery Confirmation
Ship Notification
Hazardous Materials
Declared Value

UPS Hundredweight pricing is available.

For customer service call 1-800-PICK-UPS (1-800-742-5877).

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The screenshot shows the UPS website's header with the UPS logo, Olympic rings, and a search bar. Below the header, there are several menu items: Service Guide, Download, Customer Service, About UPS, Tracking, Quick Cost, Transit Times, Pickup, Drop-Off, and Supplies. A sidebar on the left lists "Domestic Services" with links to various UPS services like Document Exchange, SonicAir, Next Day Air Early A.M., Next Day Air, Next Day Air Saver, 2nd Day Air A.M., 2nd Day Air, 3 Day Select, Ground, Domestic Optional Services, Documentation, and Billing Options.

UPS 2nd Day Air®

For your time-sensitive packages that aren't "overnight" urgent.



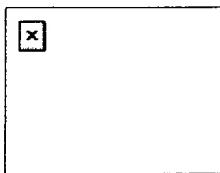
UPS 2nd Day Air provides guaranteed on-time delivery by the end of the second business day to every address coast to coast and in Puerto Rico. An economical alternative for important shipments that are time-sensitive but don't require overnight delivery.



1. Select Service, Domestic or International
2. Prepare Package and fill out Domestic or International Documentation
3. Drop-off or Schedule Pickup

UPS 2nd Day Air service provides substantial savings compared to the rates for overnight air service.

Use the Quick Cost Calculator to determine shipping rates, availability and delivery times for UPS 2nd Day Air.



Ready to ship? Simply complete a UPS 2nd Day Air Air Shipping Document or select this service through your UPS OnLine® shipping system. (Shipments to Puerto Rico will require additional export documentation.)

The following options may be selected in conjunction with UPS 2nd Day Air delivery service:

Saturday Pickup
Hold for Pickup
C.O.D.
Delivery Confirmation

Ship Notification
Hazardous Materials
Declared Value

UPS Hundredweight pricing is available.

For customer service call 1-800-PICK-UPS (1-800-742-5877).

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Domestic Services

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- [UPS SonicAir](#)
- [UPS Next Day Air Early A.M.](#)
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1. Select Service, [Domestic](#) or [International](#)
2. [Prepare Package](#) and fill out [Domestic](#) or [International](#) Documentation
3. [Drop-off](#) or [Schedule Pickup](#)

UPS 3 Day Select®

The smart choice for time-sensitive packages on a cost-sensitive budget.



Offering an ideal mix of economy and speed, UPS 3 Day Select guarantees delivery within three business days throughout the contiguous 48 states.

Use the [Quick Cost Calculator](#) to determine shipping rates, availability and delivery times for UPS 3 Day Select.

Ready to ship? Simply include both "to" and "from" labels inside and outside the package, attach a 3 Day Select highlight sticker and a tracking label or select this service through your [UPS OnLine® shipping system](#).

The following options may be selected in conjunction with UPS 3 Day Select delivery service:

[Hold for Pickup](#)

[C.O.D.](#)

[Delivery Confirmation](#)

[Ship Notification](#)

[Hazardous Materials](#)

[Declared Value](#)

[UPS Hundredweight](#) pricing is available.

For customer service call 1-800-PICK-UPS (1-800-742-5877).

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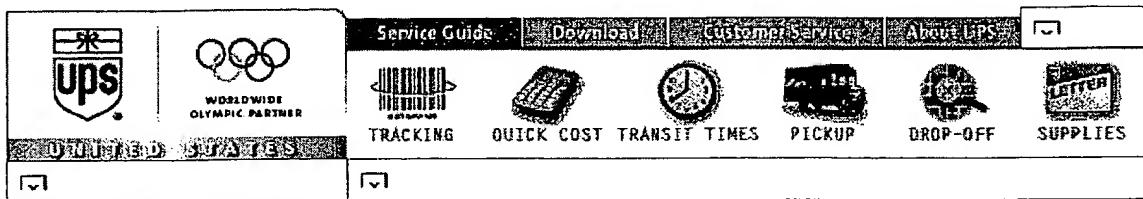


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UPS Ground

Guaranteed day-definite delivery to commercial addresses coast to coast.



Prompt, dependable, low-cost ground delivery makes UPS Ground an excellent choice for all your routine shipments. UPS Ground reaches every address, urban and rural, throughout the 48 contiguous states.



1. Select Service, Domestic or International
2. Prepare Package and fill out Domestic or International Documentation
3. Drop-off or Schedule Pickup

Guaranteed:

For all commercial deliveries, UPS guarantees the day of delivery for every ground package you ship coast-to-coast. For guaranteed day-definite delivery schedules, please use the ground Time-in-Transit calculator or view a map based on your origin postal code. Scheduled delivery days are revised from time to time as changes in technology, distribution, and volume occur.

Use the Quick Cost Calculator to determine shipping rates, availability and delivery times for UPS Ground Service.

Ready to ship? Simply include both "to" and "from" labels inside and outside the package and for guaranteed service attach a Ground tracking label or select this service through your UPS OnLine® shipping system.

The following options may be selected in conjunction with UPS Ground:

Hold for Pickup

Ship Notification

Call Tag

Hazardous Materials

C.O.D.

Declared Value

Delivery Confirmation

UPS Hundredweight pricing is available.

For customer service call 1-800-PICK-UPS (1-800-742-5877).

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FEDEX® SERVICES

DOMESTIC SERVICES ORIGINATING IN THE U.S.

FedEx helps you compete with a time advantage, giving you the potential to reduce transaction costs, increase sales and profits, respond more quickly to market opportunities, and improve customer satisfaction.

Call for a pickup or drop it off yourself. With more than 30,000 staffed locations and package drop-off sites worldwide, FedEx is always within easy access of where you live and work.

FEDEX PRIORITY OVERNIGHT® SERVICE

Quick and convenient - this option provides door-to-door delivery by 10:30 a.m. the next business day to thousands of U.S. cities in our primary service area (noon to most of the rest). Shipments may weigh up to 150 lbs., and measure up to 119" in length and up to 165" in length and girth combined.

FEDEX STANDARD OVERNIGHT® SERVICE

For those shipments that can wait until the afternoon choose this option for delivery by 3:00 p.m. the next business day to thousands of U.S. cities in our primary service area (4:30 p.m. to most of the rest, Saturday delivery not available with this service).

Shipment may weigh up to 150 lbs., and measure up to 119" in length and up to 165" in length and girth combined.

FEDEX 2 DAY(SM) SERVICE

For less time sensitive shipments, this money saving option provides delivery by 4:30 p.m. the second business day (7:30 p.m. to residential destinations) within the continental U.S. Shipments may weigh up to 150 lbs., and measure up to 119" in length and up to 165" in length and girth combined.

For a complete listing of delivery areas, request a copy of the FedEx® Worldwide Directory on diskette by calling 1-800-817-8300.

FREIGHT SERVICES ORIGINATING IN THE U.S.

At FedEx, we treat cargo like passengers, because we know how important it is to you. We handle your freight carefully, deliver it efficiently, and let you know where it is during each stage of its journey through our COSMOS® real-time package tracking system.

FEDEX® OVERNIGHT FREIGHT SERVICE

For maximum convenience, we offer next-business-day freight service to destinations in the continental U.S. and Alaska. Pieces may weigh up to 1,500 lbs. each, (more with advance approval) and measure up to 119 inches in length, 70 inches in height, and up to 300 inches in length and girth combined. See the FedEx® Service Guide for details.

FEDEX® TWO-DAY FREIGHT SERVICE

For those packages that are just as important but not as time-sensitive, you may choose second-business-day delivery of freight within the continental U.S., Alaska, and Oahu, Hawaii. Pieces may weigh up to 1,500 lbs. each, (more with advance approval) and measure up to 119 inches in length, 70 inches in height, and up to 300 inches in length and girth combined. See the FedEx® Service Guide for details.

FEDEX INTERNATIONAL EXPRESSFREIGHT® SERVICE

Your fast, predictable answer to shipping freight between the U.S. or Canada and major trading centers in Europe, Asia, the Middle East, Latin America, and Australia. Offered primarily through agents and forwarders, this option moves your shipments in one to three days. FedEx can handle shipments of virtually any size and weight, including dangerous goods.

FEDEX® INTERNATIONAL AIRPORT-TO-AIRPORT CARGO SERVICE

Economical airport-to-airport international delivery typically in two to four days. Size and weight of shipment is virtually unlimited.

AIR CHARTER SERVICES

FedEx all-cargo planes are available under contract for a single day or long-term use. We've transported a windmill, race cars, an art collection, a helicopter - let us see if we can help you.

FLYING TIGERS® AIR CARGO SERVICE - LIVE ANIMAL SERVICE

With over 450 cargo planes, we have the flexibility to handle almost anything, including live animals on a worldwide, airport-to-airport basis.

SPECIAL SERVICES ORIGINATING IN THE U.S.

From Saturday delivery to transporting dangerous goods to Collect on Delivery (COD) delivery, FedEx offers a range of services designed to give you greater convenience.

SATURDAY SERVICE

Your shipping needs don't always fall into a five-day work week. But you still need the same dependability to get your package where it needs to be. FedEx offers a range of Saturday services - we can deliver the overnight package your clients sent on Friday, and get your response back to them on Monday morning. To find out whether your nearest FedEx location offers these services, call 1-800-Go-FedEx.

HOLD AT FEDEX LOCATION SERVICE

Sometimes it's important that you pick up a shipment yourself, whether you're on your way to a meeting or you need it before our scheduled delivery time. FedEx hold at location service is available at many FedEx locations by 9:00 a.m. on the day of delivery. Some locations are open Saturdays. With our 30,000 customer convenience locations, we make it easy for you. For information on the FedEx facility nearest you, call 1-800-Go-FedEx.

DANGEROUS GOODS

More than 2,500 commonly shipped materials have been identified as "potentially hazardous" by the U.S. Department of Transportation and by ICAO/IATA. FedEx can handle these materials for you, offering a wide range of time-definite delivery options throughout most of the U.S. and to many international destinations. For answers to Dangerous Goods questions call us at 1-800-Go-FedEx.

COLLECT-ON-DELIVERY SERVICE (C.O.D.)

Your shipment gets there on time, you reduce the float on your money, and you have the opportunity to explore untapped markets. Let FedEx collect a check or money order on delivery - we'll return payment to you on most shipments as soon as the next business day after delivery. And because we alert your customers before the shipment is delivered, you can receive full payment on the first delivery attempt.

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[HELP/SEARCH](#) | [TRACKING](#) | [DELIVERY OPTIONS](#) | [SHIPPING](#) | [DROPOFF LOCATOR](#)

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